PACIFIC FISHERMAN

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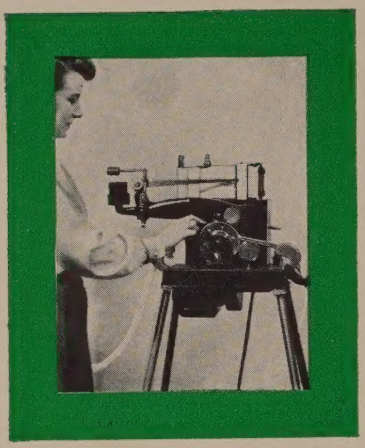

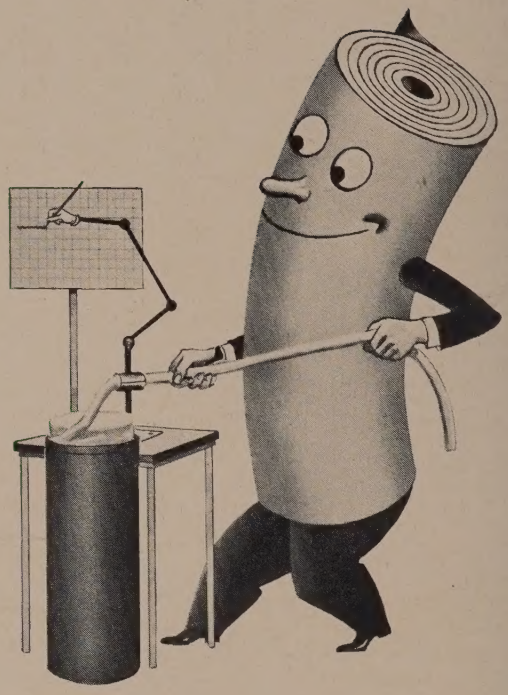

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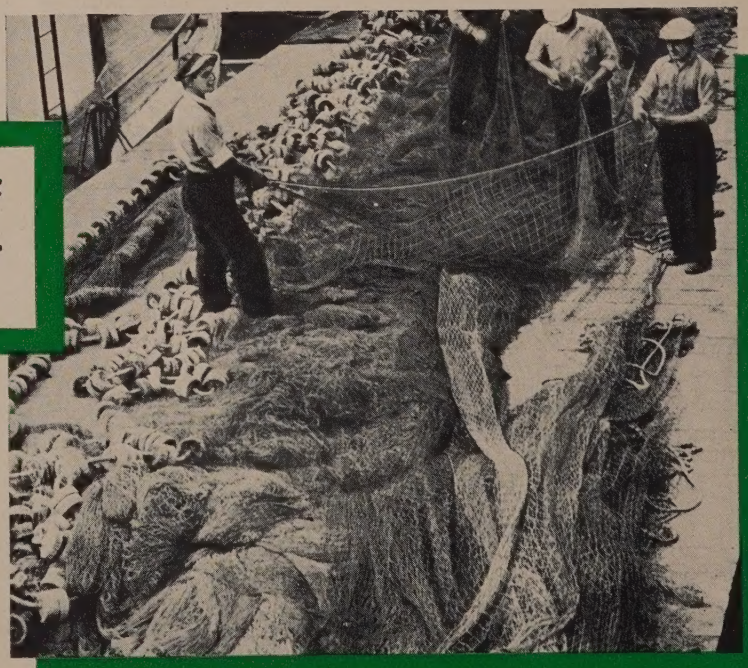

Nets made or repaired with Woodberry Seine Twine have the wear and dependability fishermen look for — because Woodberry Seine Twine is produced under precise scientific controls to assure greater strength.

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FISH & WILDLIFE SERVICE
PACIFIC OCEANIC FISHERY
INVESTIGATIONS

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Vol. 48 No. 6

MAY, 1950

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President ..... Miller Freeman
Manager ..... Lawrence K. Smith
Editor ..... DeWitt Gilbert
Executive Editor ..... Stedman H. Gray
Advertising Manager ..... C. L. Hillyard
Circulation Manager ..... Miller Freeman, Jr.

Publishing Office
71 Columbia St. Seattle 4 MAin 1626

Branch Offices
LOS ANGELES 13
A. W. Ponsford, Associate Editor
124 West 4th St. MU. 8194

SAN FRANCISCO 5
Stuart F. Leete, Associate Editor
121 Second St. GA. 1-5887

VANCOUVER, B. C.
Charles L. Shaw, Associate Editor
Royal Bank Bldg. MA. 1520

PORTLAND 4
534 S. W. 3rd Ave. BE. 6348

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315 N. Avalon Blvd. TE. 4-4538

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LAST MINUTE NEWS SUMMARY

Japan's 1950 Tuna Pack Estimated at 500,000 Cases

Japan is expected to produce 500,000 cases of canned tuna (basis 48 halves) during 1950.

In addition, it is anticipated that Japan will freeze this year 3,000 metric tons of tuna for shipment to the United States.

These are figures prepared by SCAP, Tokyo, at the request of Dr. W. M. Chapman of the Department of State.

It is well known that Japan consumes virtually no canned tuna herself.

In the previous years in which Japan has engaged in export trade in canned tuna, virtually her entire production has been sent to the United States.

Informed opinion today agrees that it is to be expected Japan will seek to market her 1950 tuna pack primarily in this country. In fact, prospective buyers in this country are known to have received liberal samples of Japanese canned Albacore.

Examiners have rated the quality of these samples "high."

The 1949 catch of tuna by Japan is reported by SCAP as follows: Skipjack, 40,000 metric tons; Albacore, 8,000 metric tons; Yellowfin, 2,000 metric tons; Bluefin, 1,000 metric tons. (A metric ton is 2,204.6 lbs.)

Floating Freezer "William Taylor" Reported Sold to South America

The former schooner *William Taylor*, equipped as a floating freezer, was pulled from her long-time moorings on Lake Union, Seattle, in mid-April and was being readied for sea. Waterfront reports said she had been sold for $12,000 and would be towed to South America to serve as a tuna and swordfish freezer.

Nichiro Enterprise Reported On Verge of Complete Collapse

"Nichiro Fisheries Company has come at last to stand on the critical verge of complete collapse," a well-informed Japanese correspondent writes PACIFIC FISHERMAN.

He is referring to the great Nichiro company which once dominated the fisheries of Japan and Siberia, and was perhaps the world's greatest factor in fisheries.

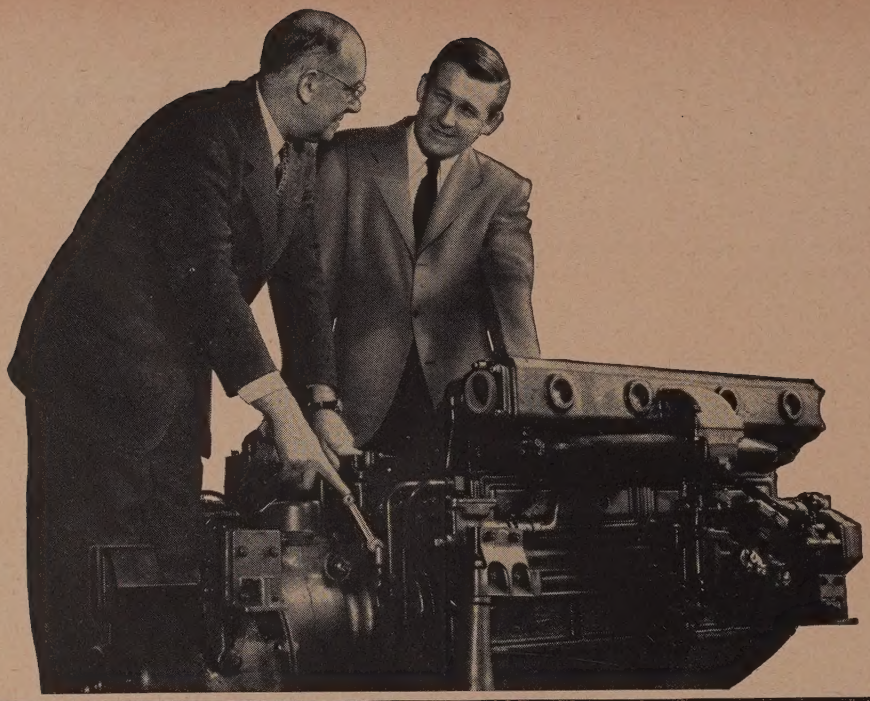
Nichiro's peril is ascribed to poor catches of bonito and sardines in recent seasons; repeated loss of vessels by wrecks or "otherwise" (presumably meaning seizure by the Russians); competition; and unfavorable marketing conditions at home and abroad.

The company is reducing its staff sharply, and is reported abandoning all enterprises which have not recently been profitable.

The Flying Yellowfin on the Cover

Magnificent picture of tuna fishing on the cover of this issue is the work of Robert Garber, engineer on a tuna clipper.

It shows a big Yellowfin tuna swept through the air toward the alley of the clipper by the strain and perfect timing of a three-pole team.



You'll be way ahead with Packard power —EVEN IN REVERSE!

For cruisers, like this new, fast 28 foot SAFTICRAFT, the 100-HP Packard Marine Six is the ideal power plant—not only for amazing thrift and trouble-free long life, but for smoothness and unequalled quietness.

TWO REASONS:

1. To go into reverse . . . at any time . . . you just flip the finger-tip control lever of Packard's famous hydraulic reverse unit. **Fact to remember:** Packard finger-tip gear control is an integral part of the engine —not just an "added on" accessory.

2. When you're in reverse, you enjoy the quick maneuverability of one-hundred per cent reverse—with the propeller turning at the same r.p.m. as in forward speed.

Get a demonstration of Packard maneuverability . . . and Packard smoothness. You'll know, then, that new boats *deserve* Packard power . . . and old boats *need* it!

For complete details and specifications, see your nearest Packard Marine engine dealer, or write directly to Packard Marine Engine Department (Dept. S), Detroit 32, Mich.

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100-HP MARINE SIX (IM-245)
with built-in finger-tip control

150-HP MARINE EIGHT (IM-356)
with built-in finger-tip control

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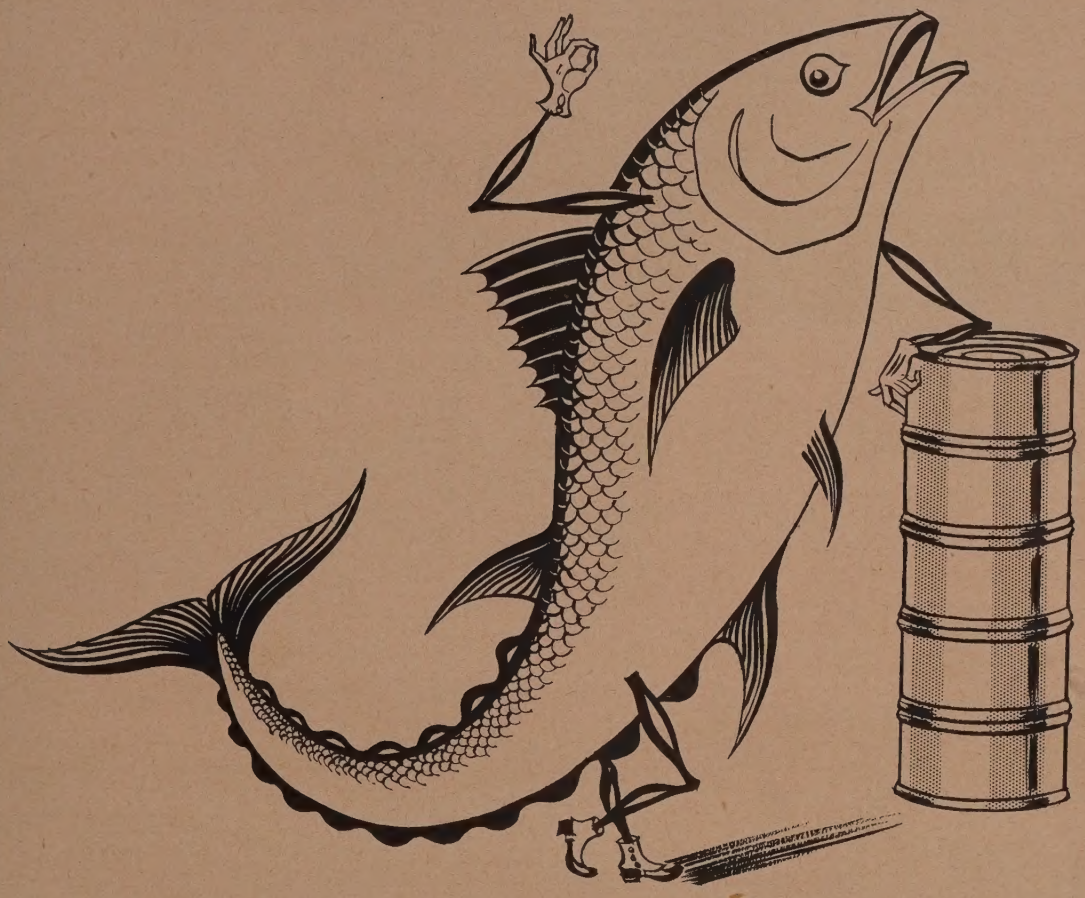


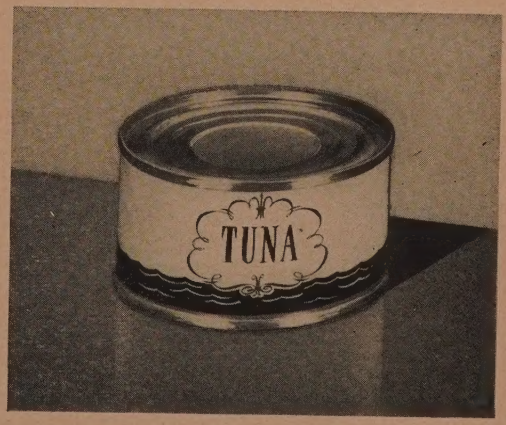
"I'll bet a fin you can't find a better can than a Continental"

says **W. BLUEFIN TUNA**

Continental cans for fish are ALWAYS CLEAN, BRIGHT and TIGHT — engineered to package fish right.

Whether you use semi-formed or ready-formed cans you'll find Continental is TOPS FOR SERVICE.

No matter how many cans you need, you can depend on Continental to deliver them WHERE AND WHEN YOU WANT THEM.



You can't beat Continental as a dependable source of supply!

CONTINENTAL CAN COMPANY

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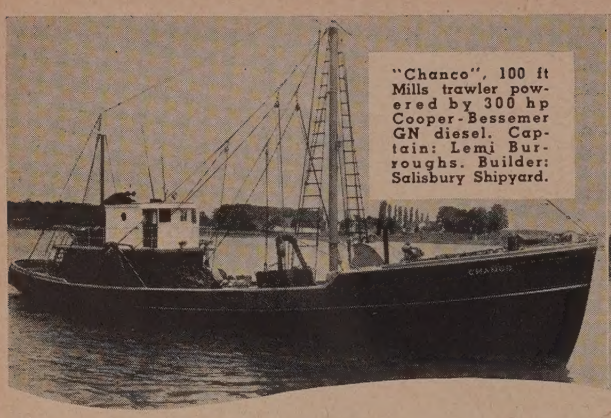
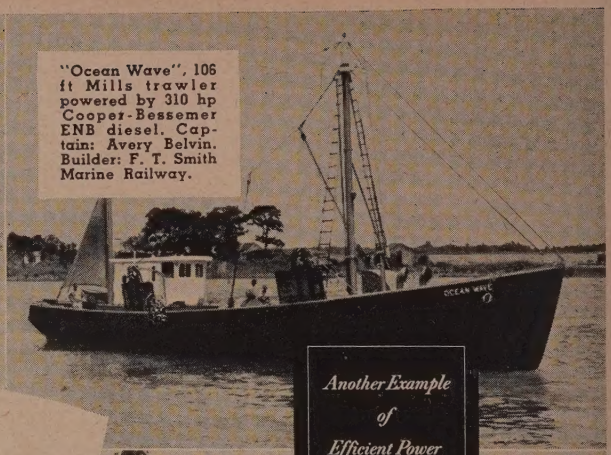


"Chanco", 100 ft Mills trawler powered by 300 hp Cooper-Bessemer GN diesel. Captain: Lemi Burroughs. Builder: Salisbury Shipyard.

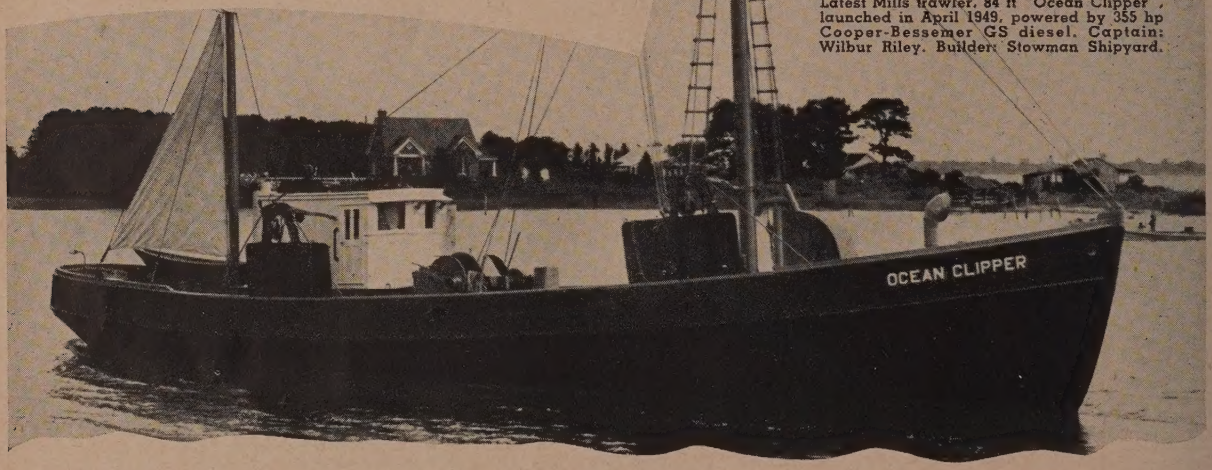


"Ocean Wave", 106 ft Mills trawler powered by 310 hp Cooper-Bessemer ENB diesel. Captain: Avery Belvin. Builder: F. T. Smith Marine Railway.

Another Example of Efficient Power at Lower Cost

COOPER-BESSEMER RELIABILITY...

... 3-time choice for the Mills Fleet!



Latest Mills trawler, 84 ft "Ocean Clipper", launched in April 1949, powered by 355 hp Cooper-Bessemer GS diesel. Captain: Wilbur Riley. Builder: Stowman Shipyard.

In selecting power for a hard-working fishing boat, reliability is of course a No. 1 must! And, when you put in power that *also* assures high efficiency and low maintenance, year after year, you have engine performance that simply can't be topped.

There, in few words, is the reason why Cooper-Bessemers power all three of the above trawlers owned by W. W. Mills of Seaford, Va. Mr. Mills' first Cooper-Bessemer was picked on reputation. The others naturally followed because the first more than lived up to expectations. All three are now demonstrating the kind of reliability and over-all efficiency that pays off!

If you have a powering or repowering job coming up, get all the facts on Cooper-Bessemer qualities and features that can work to your advantage, year in, year out.

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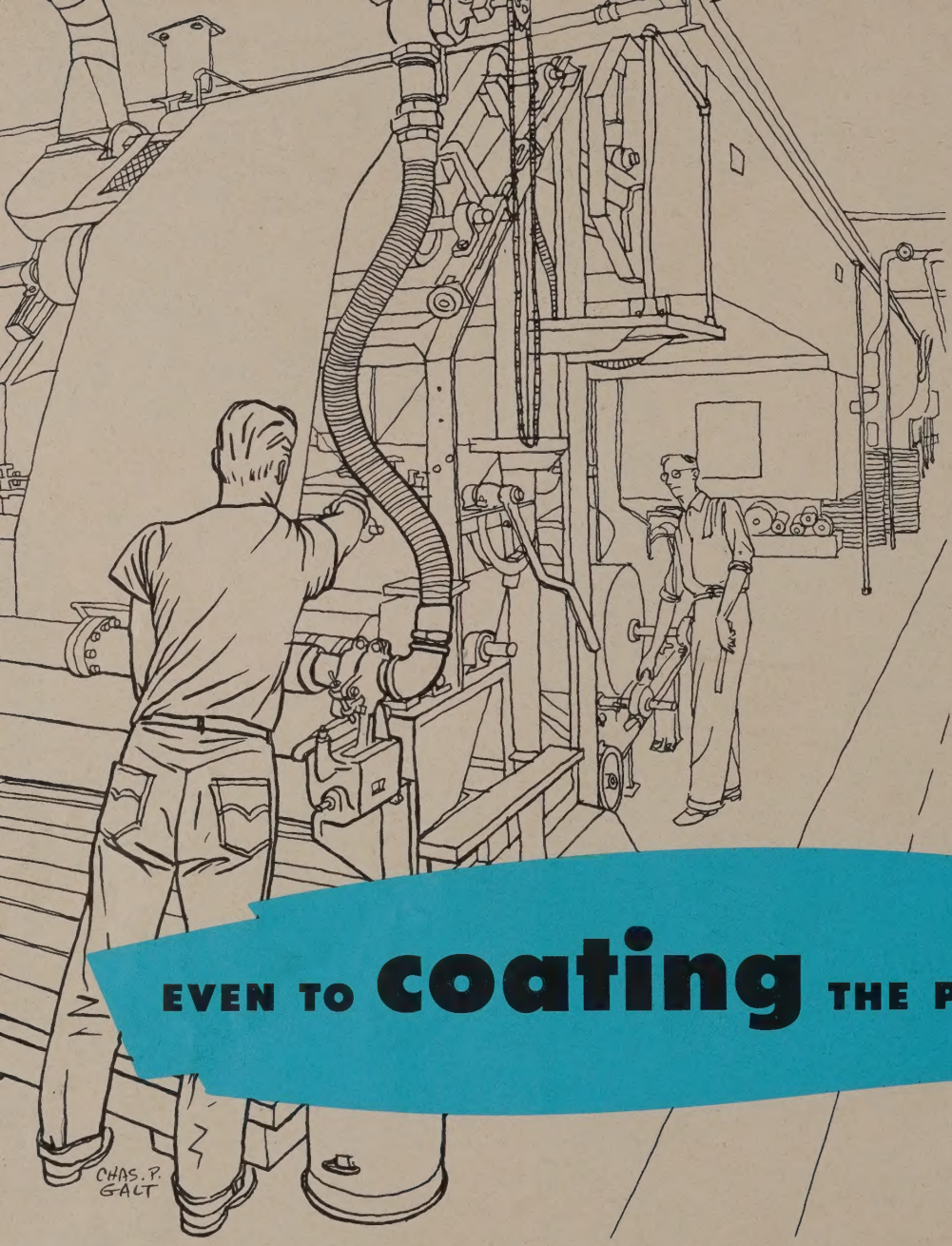

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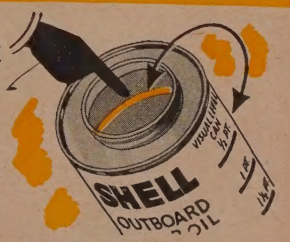

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Both of these Shell products are available from all Shell marine dealers and most Shell service stations near boating areas. Also from many other dealers in marine supplies

SHELL

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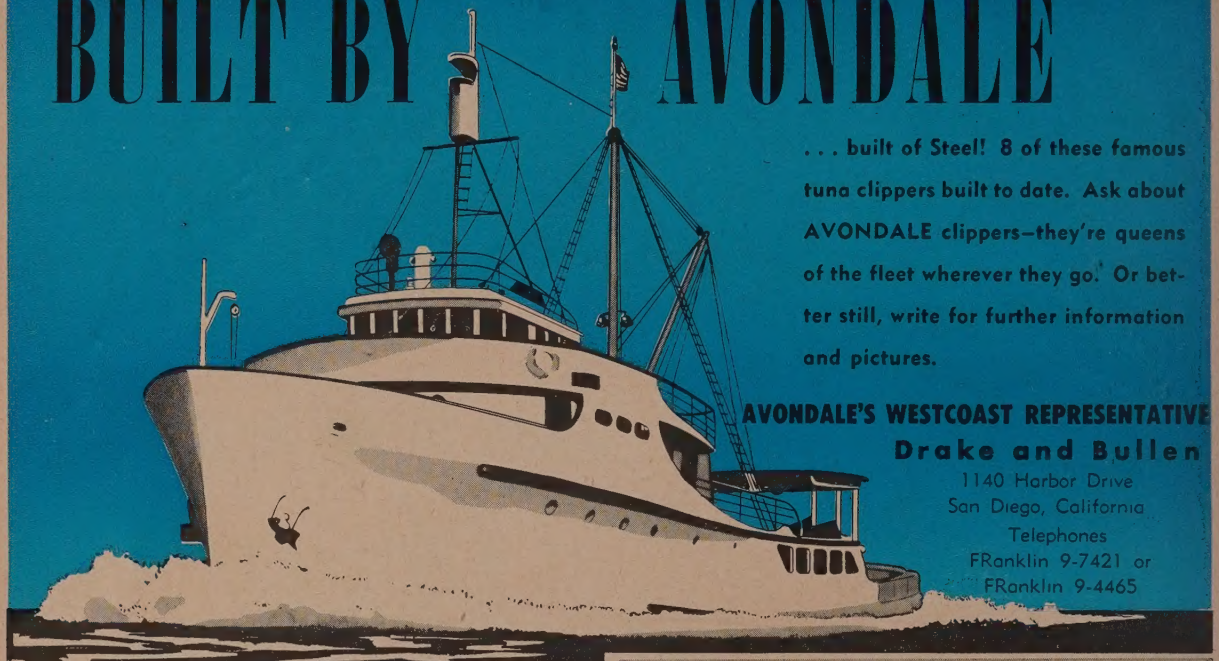

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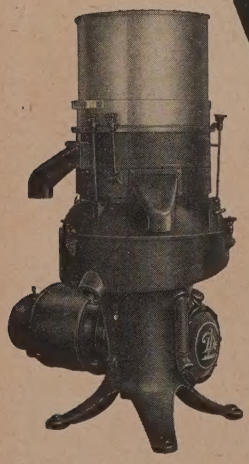

De Laval centrifugal machines are used extensively for removal of oil and meal from stick-water prior to evaporation to fish solubles. De Laval "Nozzle-Matic" Separators and meal recovery centrifuges make possible a better product by removal of excess oil and meal from the stick-water.

The processing of fish solubles from stick-water, while a comparatively new thing, has already proved to be a profitable means of converting a one-time nuisance into money. Moreover, as more and more laws are passed against the dumping of stick-water, recovery of by-products by De Laval centrifugals solves the problem of stick-water putrefaction and pollution.

Write for additional information on how De Laval machines can be used in the fish processing industry, whether for stick-water work or for reduction processes.

DE LAVAL

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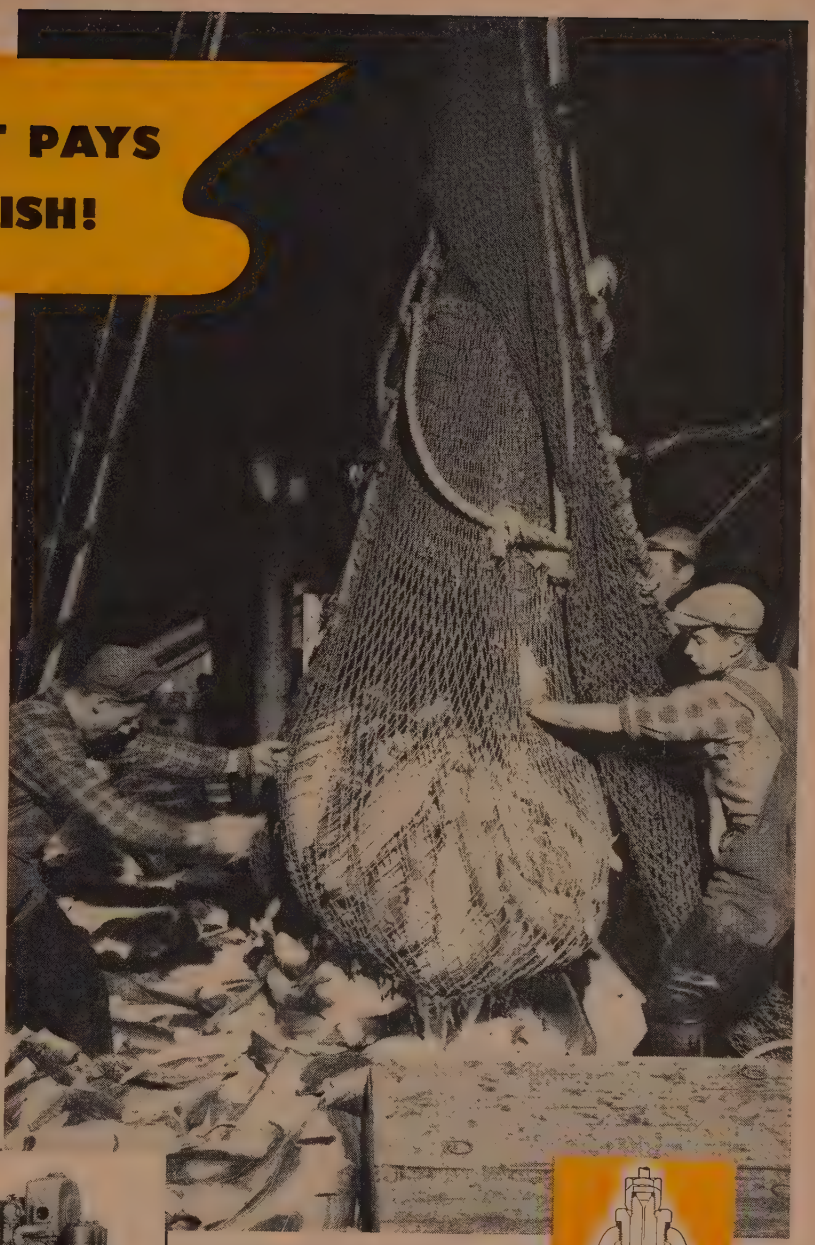


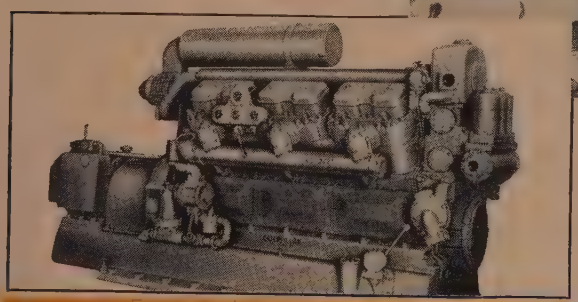
"CAT" Diesel Marine Engines leave fishermen two hands for the job. These powerful, precision-built units give the right horsepower for the needed seapower. That's why so many skippers with an eye to pay-off profits are choosing the engines that "don't need tinkering" and deliver on time all the time.

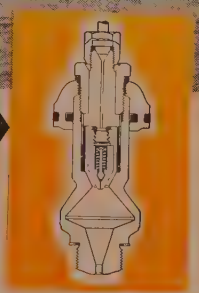
Four new, bigger "Cat" Marine Diesels are now available for bigger jobs on bigger boats, bringing to ten the number you can choose from to work the water profitably. They include Marine Propulsion Engines up to 400 hp. on continuous 24-hour duty . . . Marine Electric Sets up to 314 kw. . . . and Marine Auxiliary Engines up to 500 hp. maximum. Why not see your "Caterpillar" dealer today and find the profit facts about these "Cat" Diesels designed for marine use?

Caterpillar Tractor Co., San Leandro, Calif.; Peoria, Ill.

• Hauling codfish aboard the *Gloucester No. 10* fishing boat on the New Brunswick coast, Canada. "Cat" Marine Engines are the "pay-off" power when it comes to fishing. ▶

• The new D397 develops 400 hp. for continuous day and night performance. It is available with a selection of reverse and reduction gears as well as clockwise or counterclockwise rotation. ▼





This fuel injection valve means lower fuel cost because lower grade fuels can be burned without fouling. The large single orifice eliminates horsepower loss. The specially designed precombustion chamber conditions the fuel for complete efficient burning.

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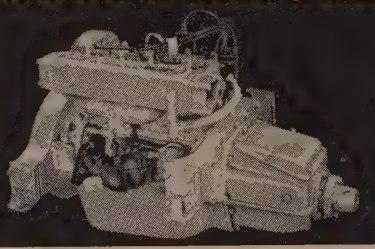
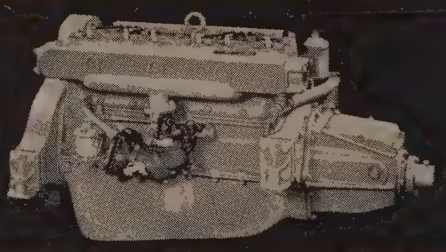
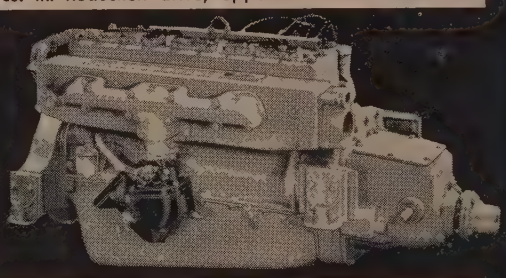


Model B—Compact, power-packed Chris-Craft 60 h.p., 132 cu. in. Reduction drive available. A great value!



Model K—For more power and economy ... 95 h.p., 229 cu. in. Reduction drive, opposite rotation available.



Model M—Rugged, dependable ... 130 h.p., 320 cu. in. Available with reduction drive, in opposite rotation.

PROOF! PROOF!

Cedric Adams

"My present 46-ft. Chris-Craft, powered by two Chris-Craft Marine Engines, is my sixth, through 15 years of boating," writes Cedric Adams, nationally known radio commentator and newspaper columnist of Minneapolis, Minn. "My family of five lives aboard each summer, so we rely on your engines much more than do most boat owners. I can't say too much in favor of Chris-Craft Marine Engines—their dependability, their economy, their trouble-free operation and their smooth performance. They're truly the world's best buy in marine engines."

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Chris-Craft

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Throughout the navigable waters of America you'll see GM Diesel signs indicating the locations of our marine distributors or dealers. They are ready to serve you with expert knowledge of General Motors Marine Diesel engines and ample stocks of factory-engineered Series 71 parts. If you want dependable, long-life, low-cost Diesel power in your boat, make it a point to get in touch with the GM Marine Diesel dealer most convenient to you.

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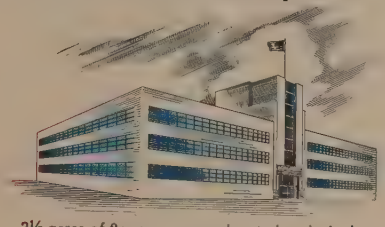

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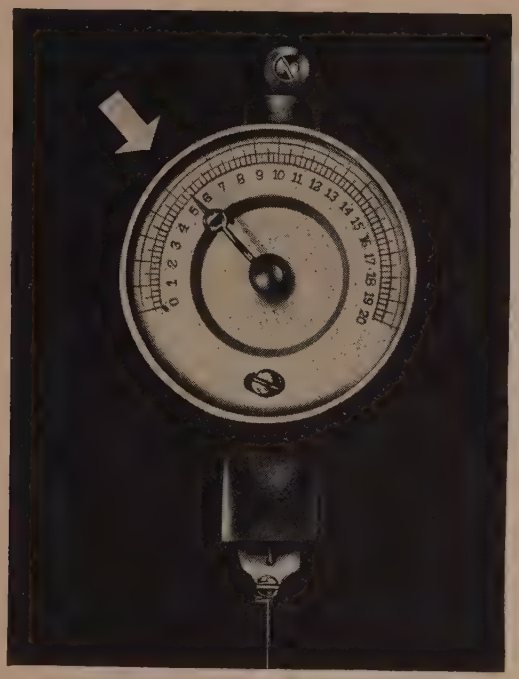

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NYLOCK after 4 weeks in the water

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The machines shown above are testing the relative strength of NYLOCK Nylon vs. cotton (both having the same diameter and yardage) *after* both had been submerged in the water for 4 weeks. The same machines had also tested NYLOCK Nylon and cotton *before* they were submerged.

LET'S LOOK AT THE RECORD:

	Tests
NYLOCK (before submersion)	**6.1 lb. strength**
COTTON (before submersion)	**3.25 lb. strength**
. . .	
NYLOCK (after 4 weeks in the water)	**5.5 lb. strength**
COTTON (after 4 weeks in the water)	**1.1 lb. strength**

Notice that NYLOCK retained 90.2% of its tensile strength. Cotton retained only 34.2%. Here's your *proof* that NYLOCK Nylon Fish Netting retains its tensile strength better than cotton! That means it *wears longer* . . . gives you *more for your money!*

NYLOCK Nylon Netting also requires no drying—one net does the work of three! It needs no preservatives . . . is not affected by mildew, fungus growths, oil, or gasoline, and it is specially treated for sunlight resistance. NYLOCK Netting absorbs only 6% of its weight in water compared with cotton's and linen's 100% absorption. Tests have *proved* that NYLOCK Nylon Netting *increases the catch—lowers operating costs.*

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THE FISH NET & TWINE CO.—310-312 Bergen Avenue, Jersey City, N. J.

MOODUS NET & TWINE INC.—Moodus, Connecticut

A. M. STARR NET CO.—East Hampton, Connecticut

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Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

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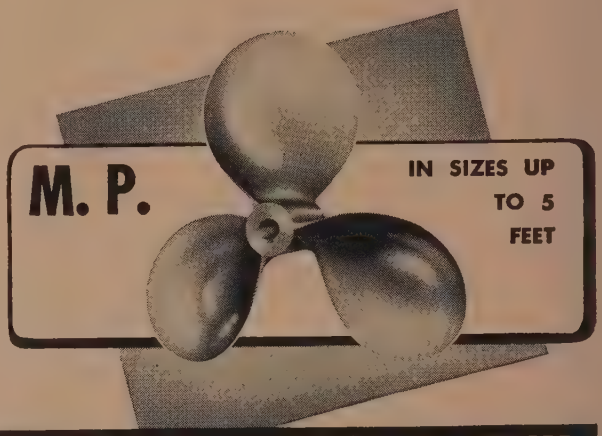

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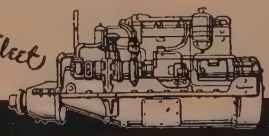

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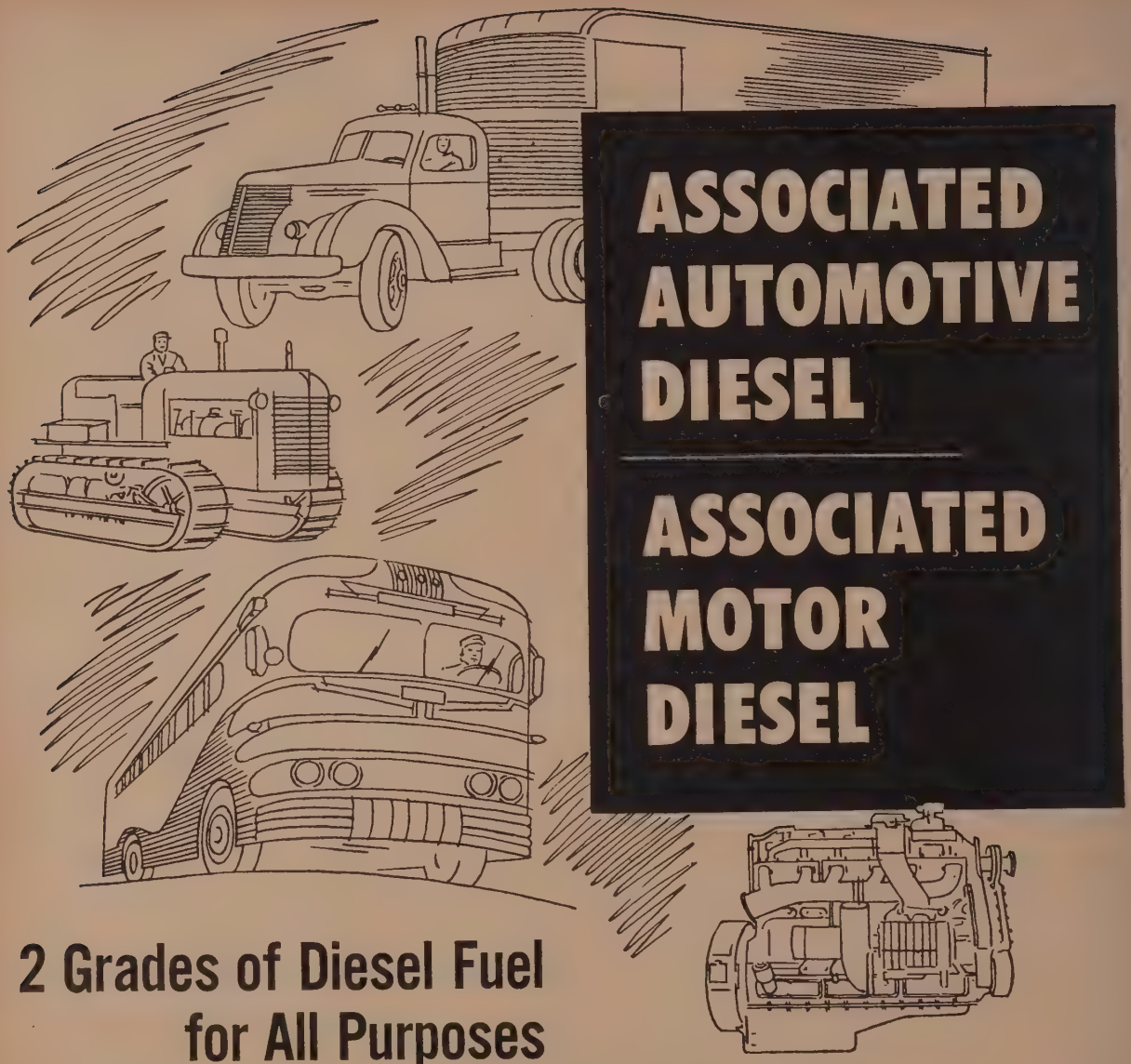

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TIDE WATER ASSOCIATED OIL COMPANY

Capt. George Kell, one of the most experienced tuna fishermen and an Albacore expert, answers a call received on his Radiomarine 75-watt Radiotelephone.

"I can reach the length and breadth of the tuna fishery with my Radiomarine Radiotelephone"

Capt. George Kell, Owner-skipper of the "New Comer"

FOR OVER TWO YEARS Radiomarine model ET-8012-D has supplied dependable radiotelephone service to Capt. George Kell and the crew of the tuna clipper, "New Comer." The hardworking, 56-foot-long, 17-foot-8-inch-beam, "New Comer," shown above, is returning from a 130-day-trip fishing below the international border out of Los Angeles Harbor.

Radiomarine Model ET-8012-D is a 75-watt, 10-channel radiotelephone. It operates from 32- or 110-volt d-c power supply. Because of its long range and dependable performance it is a favorite of offshore fishing vessels. Radiomarine Radiotelephones keep owners and captains of fishing craft in touch with the home office . . . advised of markets, locations of schools of fish . . . summon aid in case of breakdowns. A Radiomarine Radiotelephone steps up efficiency of fishing craft and work boats, quickly pays for itself.

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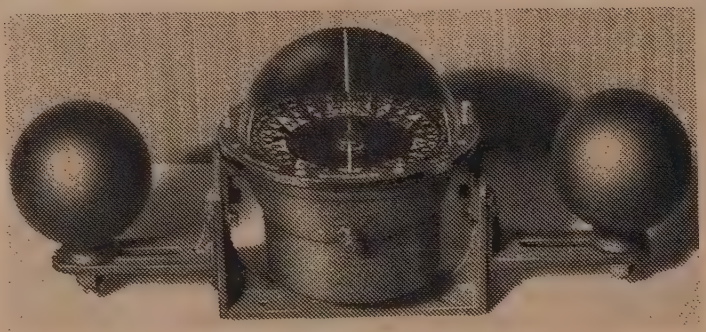
...compasses engineered for the most exacting navigators



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"CONSTELLATION," manufactured by Kelvin-White, pioneers in the engineering of spherical compasses, is designed specifically for fishermen's use. Every effort has been exerted to make the "Constellation" the steadiest magnetic direction-indicating device available. A wide range of models and mountings are available in sizes 5", 6", 7", and 8" (inside diameters).

The "Constellation" has top hemisphere of glass, spun brass bowl, and expansion chamber. Inside gimbal ring supports a central disk on which are mounted the four lubber lines and jewel post. Under conditions of extreme roll or acceleration, compass card and magnets move as one through a special liquid. Card is of new aluminum, non-warping. Top lighting—either red filter or adjustable polaroid lens—permits greater eye adaptation for night visibility. "Constellation" can be quickly and easily serviced by any instrument shop.

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1213-1223 WESTERN AVE., SEATTLE, WASH.

PACIFIC FISHERMAN MAY, 1950

"SEEK FACTS AND FISH FIRST"

Tuna Industry Spokesmen Stand Firm Against Diversion of POFI Into Technological Enterprises

The American tuna industry, through its spokesmen comprising the Tuna Industry Advisory Committee, this spring firmly voiced again its conviction that the Pacific Oceanic Fishery Investigation should be directed wholly to research in the biological and oceanographic sciences, supplemented by exploratory fishing.

Specifically, the committee at its meeting in San Francisco recommended that the funds allocated to technological studies in the POFI budget for fiscal 1950-51 be redistributed to the scientific and exploratory divisions of the investigations.

W. Wade Ambrose, chosen permanent chairman of the Tuna Industry Advisory Committee to the Pacific Oceanic Fishery Investigatioin.

Members of the Tuna Industry Advisory Committee attending the meeting were: W. Wade Ambrose of the Westgate-Sun Harbor Co., San Diego; Dr. Robert Miller of the California Academy of Sciences, San Francisco; Brewster Broadwell of the Hawaiian Tuna Packers, Ltd.; James Waugh of the Cannery Workers Union of the Pacific, A. F. of L., Terminal Island; Donald Saxby of the California Packing Corporation, San Francisco; and T. F. Sandoz of the Columbia River Packers Association, Astoria.

O. E. Sette, director of the Pacific Oceanic Fishery Investigation, charged with studying the mid-Pacific fisheries extending beyond and below the Hawaiian Islands.

The Pacific Oceanic Fishery Investigation was represented by its director, O. E. Sette, and Fred F. Johnson, assistant director.

Wade Ambrose Chairman

Mr. Ambrose was elected permanent chairman of the committee, which was appointed last fall following a conference of POFI leaders with a general group of the industry. At that time it was decided that a broadly representative Tuna Industry Advisory Committee should be named by the chairman of the Pacific Marine Fisheries Commission—then Richard S. Croker of California—to advise with the Pacific Oceanic Fishery Investigation on behalf of the industry.

At the San Francisco meeting it was decided that the committee would meet annually late in February, and at such other times as the chairman might determine to be necessary.

James Waugh, president of the Cannery Workers Union of the Pacific, A. F. of L., San Pedro, who represented the California tuna plant workers on the industry advisory committee.

POFI Budget Submitted

Mr. Sette submitted to the industry committee the 1950-51 tentative budget of the POFI, in which it was noted that $292,753 had been allocated for Biology and Oceanography, $448,317 for Exploratory Fishing, and $47,130 for Technological Investigations.

Members of the Tuna Industry

Advisory Committee who were not able to attend the San Francisco meeting are: Vernon E. Brock, Territorial Division of Fish and Game, Hawaii; Alan Davis, Hawaiian Tuna Packers, Ltd., Honolulu; Harold Cary, American Tunaboat Association, San Diego; William Kanakanui, Tuna Boat Owners' Association, Honolulu; Henry Niemela, Columbia River Fishermen's Protective Union, C.I.O.; and John Real, Fishermen's Cooperative Association, San Pedro.

T. F. Sandoz of the Columbia River Packers Association, who made the motion that the advisory committee recommend redistribution of the funds for technology to research and exploration.

Washington Has Last Word

Following the meeting with the advisory committee, Mr. Sette and Mr. Johnson continued to Washington to discuss the Pacific Oceanic Fishery Investigation program and the committee recommendations with the directors of the United States Fish and Wildlife Service.

Good Progress Made in Salmon Labor Dealings

Good progress has been made in settlement of labor questions affecting the season's Alaska salmon operations, and at presstime negotiations appeared farther advanced than for some years at this time.

Principal development since February was the signing of a contract between the Alaska Salmon Industry, Inc., and Local 77 of the United Packinghouse Workers (CIO), embracing *non-resident* cannery workers in most Alaska plants. The agreement provides for virtually the same wages and conditions as were agreed on with other unions last year — including the non-resident AFL group whose members are employed in certain canneries, and whose 1949 contract continues in effect.

While this action was met by a charge of "unfair labor practices" from officials of the old Local 7 of the "FTA," which formerly represented the majority of non-resident workers, but which was recently expelled by the CIO, the new contract appears to dispose of the season's *non-resident* labor question for the entire industry. No agreement had been reached at presstime with the AFL *resident* workers' union in Southeast Alaska, now exclusive bargaining agency for residents in that area; but negotiations were in progress, and it was expected that all cannery worker contracts for the entire territory would be on the same basis as last year.

Major Hurdles Surmounted For Western Areas

These developments, with others previously noted, seem to leave no very serious matter of controversy in most areas to Westward, where fish prices and terms for tendermen are covered by continuation of the Alaska Fishermen's Union contract, decided on in February. All fish prices are now settled at the 1949 level except in the Pink salmon areas of Southeast Alaska, Prince William Sound and Kodiak.

One point in the machinists' agreement, concerning transportation, is still under discussion, and there has been no negotiation with local resident cannery workers on Bristol Bay, who wished to "reopen" their agreement; but since early March preliminary crews have been going north, the earliest in several years —the first tenders being bound for the Peninsula area, which opens May 27. Mechanics, etc., for preparatory work on Bristol Bay were due to go early in May; and prospects seemed favorable for settlement of the few points still at issue in the western areas without undue friction.

Continuation of last year's prices and terms for Cook Inlet fishermen is assured by the February renewal of the Alaska Fishermen's Union's 1949 contract, covering the CIO group there, followed by renewal of agreement with the AFL union at Seldovia. The AFL group at Anchorage wished to "reopen" its contract, but earlier action by the other unions is regarded as definitely setting the pace. Up to mid-April there had been no discussion with the resident cannery workers on Cook Inlet.

Problems of most immediate con-

Canco Picks Roberts as Pacific Vice President

Pacific fish canners learned with pleasure early in April that C. W. Roberts had been elected vice president of the American Can Co., in charge of the Pacific division, succeeding the late E. H. Bell.

Mr. Roberts is widely known to many Pacific fish canners, having been superintendent of both the Vancouver and Seattle plants of the American Can Co. He left Seattle in 1935 to become manager of the company's Hawaiian plants; and in 1939 became assistant manager of manufacture for the Pacific Division, with headquarters at San Francisco.

In 1945 he was made manager of the San Francisco operations, and from 1946 to the present has been assistant general manager of manufacture, with headquarters in New York City.

His wide familiarity with the Pacific fish canning field, and his acquaintance in the industry, is regarded in the industry as fitting him specially for his new duties.

C. W. Roberts, who has been elected vice president of the American Can Co., in charge of the Pacific Division.

cern are in the Cordova district, where the Copper River Red and King season legally opens May 1, with both fishermen and packers anxious to start as soon as possible. Here there is considerable divergence of views, especially as to the Prince William Sound Pink price, between the Industry and the CIO union which covers the local fishermen, tendermen and resident workers of that section. Preliminary negotiations with that group were opened in Seattle early in April, but little progress was reported up to the middle of the month; and the question would have to be settled very soon to avoid loss of fishing time.

Negotiations were also proceeding with the AFL fishermen's union in the Kodiak area, where the Red season opens June 6, but here also little progress had been made.

The Southeast Alaska season, opening Aug. 15, is still far in the future, but preparatory work should commence very soon. One of the most urgent issues here—working conditions for tendermen, the only point for 1950 that has been under discussion with the Alaska Fishermen's Union—was settled April 15 by agreement to continue on the 1949 basis.

Fish prices will no doubt present the most vital problem in Southeast Alaska, but up to this writing no discussion of this matter has been initiated with either of the fishermen's groups.

California Tunamen Making Fast Progress on Their Second Million

The raw tuna yield for Southern California was going about as expected to the end of March, keeping considerably ahead of the first three months of 1949, but still not enough to satisfy packers who, in spite of the tonnage increase, continued to anticipate a shortage of canned tuna before the heavy packing season begins.

To the end of March the Southern California industry had received 26,533 tons as against 19,153 tons for the initial quarter last year. Case production for three months was 1,061,202 cases, against 740,886 last year.

During March San Diego received 7,425 tons, consisting of Yellowfin, 4,825; Skipjack, 2,532; bonito, 25; yellowtail, 45. The Los Angeles-Long Beach district unloaded a total of 6,626 tons. Total pack for March was 556,707 cases: San Diego, 288,-794 San Pedro, 267,913 cases.

The raw yield for April, 1949, was 13,599 tons for the combined districts, with 536,183 cases packed. If this April produced as well, this would mean the industry had packed around 1,500,000 cases for the first, third, or four-months fishing and packing cycle. (Generally speaking, it requires to the end of April to complete the initial cycle of trips for the tuna clipper fleet and usually the purse seine fleet has delivered one trip by that time.)

If the anticipated 1,500,000 cases is forthcoming—which was not too certain in view of poor bait condition and spotty fishing — this would be around 100,000 cases more than had been predicted.

The live bait clipper fleet was scattered from Lower California to the Galapagos. Live bait supplies were so scarce at the far-southern banks a number of hook-and-liners made the long voyage up the coast of Central America to Guaymas Bay in the northern end of the Gulf of California for live bait; then retraced the 2,000-mile trip to resume fishing.

Seiners Operate Fully

The purse seine fleet was in full operation, with 54 seiners in Mexican waters in early April, and with 79 trips by vessels of the Fishermen's Cooperative Association, San Pedro, either completed or in progress. Several seiners were on the second voyage. Around 50 per cent of the netting vessels were delivering to French Sardine Company, Terminal Island.

In February the seiners were working off Manzanillo or Acapulco; then in early March the tuna showed off Los Frailes, in the Gulf of California. Tuna was mostly Yellowfin. Fishing conditions were good until the weather turned blow and cold. In March there were about 10 good days of fishing.

After the full moon, April 2, fishing picked up and most seiners finished off their loads and started home. During April, Los Angeles Harbor unloaded several thousand tons from the seiners.

Tuna seining at the far southern banks last month centered at Costa Rica. Two motherships were there, Van Camp's *Spicewood* and CRPA's *Tinian*. Both ships had fleets of seiners delivering.

Japan's Crab Canning Operations Multiplying

Skyrocketing competition in Japan's crab canning industry is threatening the supply of crabs and impairing the economic standing of some of the companies engaged.

Where from 1945 through 1948 there was but one crab canning Kaisha; this year there are 25 packers.

From 1945 through 1948 Nichiro operated nine canneries. In 1949 the government licensed other operators, with the result that four other companies entered the field, with six canneries.

This year there are 25 companies, operating more than 10 canneries, in the field.

In 1949 the Japenese canned crab pack was approximately 50,000 cases (basis 48 halves).

This year crab canning was started as early as the first of February at some points.

A meeting of all crab canners was held at Otaru late in March in an effort to adopt specifications designed to encourage uniformity in the pack.

(Editor's Note—These operations in Japan should not be confused with Soviet Russian crab-canning in waters where the Japanese formerly operated.)

P. E. Harris Co. Salmon Properties Sold to Firm Headed by Nick Bez

The remaining properties of P. E. Harris & Co., long an outstanding factor in the Alaska salmon canning industry, were purchased late in March by a new Washington corporation, P. E. Harris Co., Inc., headed by Nick Bez, prominent operator and leader in a number of

Nick Bez, president of P. E. Harris, Inc., and chairman of the board of Columbia River Packers Association, Inc.

salmon enterprises. It is notable that in this transfer—the most important for the salmon industry in several years—the Harris name and basic producing and sales organization are preserved.

Old Staff Members In Official Posts

With Mr. Bez as president, Capt. Don S. Davis, an old-time member of the Harris operating staff and general superintendent for the last ten years, is vice-president in charge of operations of the new corporation, and E. O. Paup, sales manager since 1933, is vice-president in charge of sales.

Other officers are Thomas M. Green, Jr., Seattle attorney, secretary; G. Hamilton Beasley, treasurer, and John D. Henry, another long-standing member of the Harris staff, assistant treasurer. The directorate includes, besides Messrs. Bez, Beasley and Green, August Buschmann, a well-known personality in the industry, and John X. Johnson, identified with the Harris organization for many years.

Mr. Beasley, in addition to being treasurer, is chairman of the finance committee. He is vice-president of the William R. Staats Co., Los Angeles investment bankers, through whom the transaction was financed and who were largely instrumental in effecting it. The Staats concern announces that the common stock of the new corporation has all been placed privately, and no public offering is being made; further, that plans are under way to develop the size and scope of the new company's operations, though no details of such plans are forthcoming at present.

Notable Properties Involved

The transfer covers all capital assets and good will of P. E. Harris & Co.—the canneries and appurtenant properties at Hawk Inlet and False Pass, Alaska; cannery site at Port Althorp; and a nation-wide sales organization with connections in all American markets.

The business, as to all current operations, is now being conducted by the new company; while the affairs of the old corporation, P. E. Harris & Co.—including final disposal and delivery of salmon from the 1949 pack and settlement of outstanding trade accounts—are being brought to a conclusion as rapidly as possible under the management of E. M. Brennan, vice-president and manager of that concern since 1930, who is not identified with the new corporation. P. E. Harris, the founder, president and principal owner of P. E. Harris & Co. since its inception, has been inactive because of illness since December, 1948, and since then Mr. Brennan has carried on all of that company's executive duties.

Except for Mr. Brennan, practically all members of the Harris staff continue as before under the new ownership. Among the leading personnel, aside from Messrs. Davis and Paup, are T. Conrad, superintendent; Harry Falk, foreman, and Cliff Williams, bookkeeper, of the Hawk Inlet cannery; and H. O. Low, superintendent; Leo Sawyer, foreman, and Don Catnach, bookkeeper, at False Pass.

Bez In Active Charge

General management is being conducted personally by Mr. Bez, widely recognized as an energetic, aggressive and successful operator. Immediately after the transfer Mr. Bez moved his headquarters to the long-established P. E. Harris offices at 1220 Dexter Horton Bldg., Seattle (phone MAin 0490), and is now well established there.

At the same time he brought with him his personal secretary, Miss Marjorie Riddoch; W. H. Lilly, Jr.,

E. M. Brennan, vice-president and general manager, P. E. Harris & Co., and president of the Association of Pacific Fisheries.

executive assistant; and the operating staff of Peninsula Packers, which he also heads—including George Elsner, superintendent of the floating cannery *La Merced;* Robert Engblom, bookkeeper; Fred Scheel, superintendent of the Ugashik operation, and G. B. Brown, auditor. Peninsula Packers' operations, however, continue on an independent

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant (comp.)

UNIT Fishing boat "Josie Lena" - 52' 60 H.P. Atlas Diesel engine

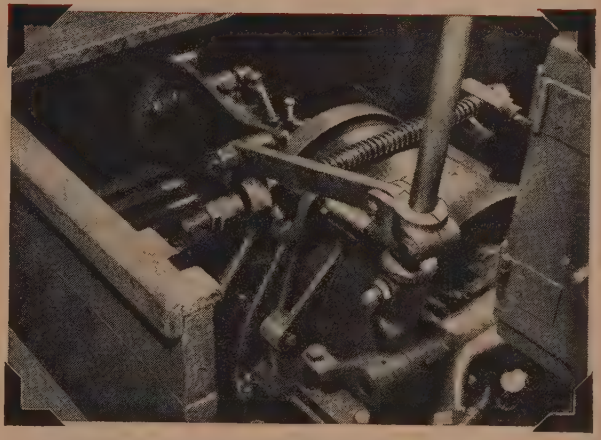
PART Reverse gear - self-lubricated

CONDITIONS Fish high seas - Albacore + shark off California + Mexico Coasts

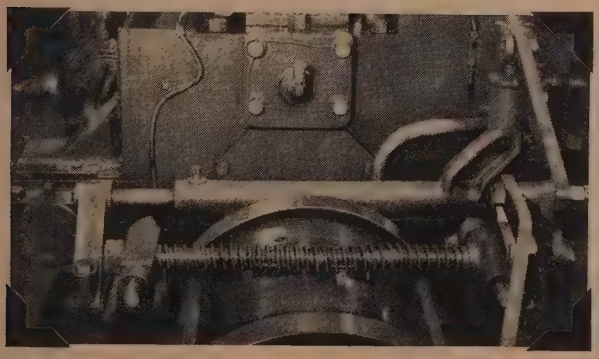
OWNER Joseph Piazza - San Francisco

No transmission gear expense in 10 years of work!

IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.



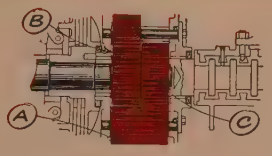
"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

RPM

TRADEMARK "RPM" REG. U. S. PAT. OFF.

How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor — prevents retention of air whipped into lubricant by gears and building up of pressure.

B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

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Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H.P.; marine type generator sets from 60 to 133 K.W.

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Before you power a new boat or repower an existing one, be sure and find out what Murphy Diesel can do for you. Ask your Murphy Diesel Dealer or write direct.

Illustrated above is the "Rainbow Queen", a 64' x 16'1" x 7'4" salmon seiner owned by Capt. Dick Anzulovich, Vancouver, B. C. Her 150 H. P. Murphy Diesel turns a 48" x 38" three blade propeller at 400 rpm through a 3:1 reverse and reduction gear.

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MURPHY DIESEL COMPANY
5301 W. Burnham St., Milwaukee 14, Wisconsin

and separate basis from those of the Harris company.

The Harris sales organization, which was developed concurrently with its producing properties, has been prominent in its field for over 30 years, marketing salmon from numerous sources in addition to the Harris canneries and featuring many brands, such as "Double Q," "Peter Pan," etc., well known throughout the country. Mr. Paup declares that its long-established marketing policies and methods will be continued as in the past; while it is announced that its sources of supply will be augmented by serving as sales agency for the Peninsula Packers' output.

Long Harris Record

The old organization of P. E. Harris & Co. dates from 1908, when Mr. Harris initiated the Hawk Inlet operation at the junction of Chatham and Icy straits—first as the Hawk Fish Co., but soon given the corporate title under which he carried on for more than 40 years of constructive and highly successful activity.

His venture on the Peninsula started in 1917 as the Sockeye Salmon Co. on Morzhovoi Bay, being moved to the present False Pass site and merged in P. E. Harris & Co. in 1920. Both canneries have been well maintained and improved from time to time in line with modern developments, and are now very complete, up-to-date two-line plants, equipped with American Can Co. machinery, together with many appurtenant traps and nine good-sized vessels—tenders and power scows — with piledrivers, rigging scows, fish scows and numerous smaller craft.

Average annual pack of the Hawk Inlet cannery for the last ten years has been over 98,000 cases; it canned 211,624 cases in the big year 1941, and last season its entire output (including a joint operation) was almost 150,000 cases. The ten-year average at False Pass is slightly over 90,000 cases, though it exceeded 150,000 in 1940.

Plants Previously Sold

The company expanded its operations through the early 1940's by purchase of the Ketchikan, Rose Inlet, Kake and Port Althorp properties from the Alaska Pacific Salmon Co. but, as Mr. Harris's health was failing, the two former were sold in 1947 to the Nakat Packing Corp.; the Kake plant was sold late last year to the native community at Kake, and negotiations for sale of the remaining properties at Hawk Inlet, False Pass and Port Althorp have been under way since early in 1949. Their purchase by the new corporation under Mr. Bez's leadership is widely regarded as a constructive development.

Mr. Brennan, who carries on as vice-president of P. E. Harris & Co. pending final termination of its affairs, has been closely associated with Mr. Harris since 1918; having been superintendent of the False Pass cannery from 1926 to 1930, and since then general manager of the business. He has also been active in the cooperative work of the industry—he was the first president of the Alaska Salmon Industry, Inc.; was for some time chairman of the National Canners Association's fisheries committee, and is now president of the Association of Pacific Fisheries.

Mr. Brennan is also head of the Haines Packing Co., operating at Letnikof Cove on Lynn Canal, which is now owned by himself and his sons, J. E., J. F. and T. M. Brennan, and which is preparing for its usual operation this season.

Canada Moves With Firm Policy To Protect Her Future in Fisheries

Canada makes no bones of the fact that she has in the process a treaty designed to protect her interests in the fisheries of the North government officials advocated extension of jurisdiction to 15 miles offshore.

Speaking before the recent meeting of the Fisheries Council of Canada in Ottawa, R. W. Mayhew, Canada's minister of fisheries, said:

"We have under consideration a treaty on fisheries for the Pacific, which may become a separate treaty on fisheries; or which may be incorporated as part of the peace treaty with Japan. Our industry, both for itself and for future fishermen, must recognize the importance of conservation work.

"On the Atlantic the European fishing fleets will by next year be 140% above their pre-war capacity and they will be fishing more intensely the waters around our shores. Perhaps similar problems will face us in the future on the Pacific coast."

J. H. McKichan, general manager of United Maritime Fisher-

S. M. Rosenberg and Roger T. Hager of the Canadian Fishing Co. On the left are two newly elected directors of the Fisheries Council of Canada. Mr. Hager is shaking hands with R. W. Mayhew of Vancouver, Canadian minister of fisheries. Between them stands R. G. Smith of Halifax.

Carle C. Conway, chairman of the Continental Can Co., was guest of honor at a dinner given by Nick Bez in Seattle in January. In this picture, taken at the time, Mr. Conway is seated in the center, with Mr. Bez seated on the right. Others in the group, reading clockwise from the left: Jacques Lefebvre of Paris; Knut Laurin, Swedish can manufacturer, Stockholm; H. M. Blinn, assistant sales manager, Pacific Division, Continental Can Co., San Francisco; Jean Petin, French can manufacturer, Paris; and W. W. Hodgson, Seattle district sales manager, Continental Can Co.

men, Halifax, is the new president of the Council, succeeding F. Homer Zwicker of Lunenburg, N.S. Regional vice-president for the Pacific coast, Richard Bell-Irving of Anglo-B. C. Packing Co., Vancouver, was re-elected. J. S. Eckman, president of The Canadian Fishing Co., was made honorary vice-president. Other Vancouver men, representing the Pacific coast, were elected to the board of directors as follows: S. M. Rosenberg and R. T. Hager of The Canadian Fishing Co.; R. E. Walker and J. N. Hyland of B. C. Packers, and Francis Millerd, Sr., of Francis Millerd & Co.

Mr. Mayhew, who was commended by the Council for his able administration of the fisheries department, told its members that the Canadian government is determined to prevent a recurrence of raids on Canada's fish resources by foreign nationals. He expressed the belief that the international limits on both the Atlantic and Pacific coasts should be extended beyond the present three miles; and officials in his department subsequently stated that he would like to see the limit stretched to 15 miles.

"There isn't much use of a conservation and propagation program if you can't train the fish to stay in the three-mile limit,' said Mr. Mayhew. "They just go out and get caught by others."

The minister said that on a recent visit to Japan he had advised Japanese officials that Japanese fishermen should stay on their side of the Pacific, and that if Japan carried out adequate conservation measures their fishermen would be able to catch all the fish they needed within a reasonable distance of their home shores.

Continental Can Chief Visits Pacific Division

Carle C. Conway, chairman of the board of the Continental Can Co., Inc., spent a part of April on an official visit to the several districts of the company's Pacific Division.

He was accompanied to the Pacific Coast by three European can manufacturers: Jean Petin, president of the board of directors, Ets. J. J. Carnaud & Forges deBasse-Indre, Paris, largest can manufacturing company in France and North Africa; Jacques Lefebvre, assistant general manager of the same company; and Knut Laurin, managing director of Aktiebolaget Platmanufaktur, Stockholm, Sweden.

The party was joined at San Francisco by H. M. Blinn, assistant sales manager, Pacific Division, who came north with the group to Seattle to consult with W. W. Hodgson, Seattle district sales manager.

While Mr. Conway and his guests were in Seattle they were the guests at dinner of Nick Bez, head of several salmon canning companies, including the Columbia River Packers Association, Inc.; Peninsula Packers; Todd Packing Co.; Intercoastal Packing Co., and P. E. Harris Co., Inc.

Trawler "Deep Sea" Sails for King Crab

Initiating her 1950 King crab fishing early, the 140' steel trawler *Deep Sea* sailed from Seattle March 23 for Bering Sea. She had been in port for more than three months.

The vessel again is in command of Capt. William M. Blackford, with Harry Lang as chief engineer. The crew numbers 25 men.

Equipment aboard the vessel this trip includes a mechanical device invented by Chief Lang to aid in shaking the meat from the leg joints of the crabs. It is expected greatly to reduce the labor of shaking.

Fiedler Reported Due For Post in Korea

Reginald H. Fiedler, formerly with the Fish and Wildlife Service, but currently in the employ of ECA in its Paris office, is reported due for transfer to Korea to handle ECA fishery matters.

After service in the Army as chief of the fisheries section for SCAP in Tokyo, Mr. Fiedler resigned from the Fish and Wildlife Service and was associated with a firm interested in shipping Japanese tuna to the United States.

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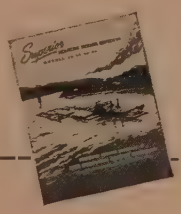
6. Oil Cooled Pistons.



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THE NATIONAL NSCO SUPPLY COMPANY

Superior DIESELS built for marine service

IMPACT of IMPORTS

Import trade in fishery products —notably frozen Albacore, vitamin liver oils, frozen fillets and frozen salmon—had some threatening aspects at Seattle in the first part of April.

In the course of four days—April 3 to 6, inclusive—there were some particularly heavy receipts of vitamin oils. These included 18,360 gals. of hake oil from South Africa; 3,795 gals. of shark liver oil from Japan; and 19,200 lbs. of frozen shark livers from Japan.

(American fishermen have been complaining bitterly to Congress about the destruction of their market as result of such imports.)

On April 3 Seattle received 105,381 lbs. of frozen Albacore from Japan, followed by 100,000 lbs. April 5.

Frozen sole fillet imports from British Columbia reached 40,000 lbs. in a single early April day, which also brought in 7,800 lbs. of fresh fillets from Canada.

Shipments of frozen salmon from British Columbia to Seattle totalled 130,791 lbs. in three early April days.

Frozen salmon receipts at Seattle from British Columbia April 7 were reported above 133,000 lbs.; and on the same day 14,000 lbs. of frozen sole fillets were imported, beside nearly 6,000 lbs. of frozen rockfish, cod and lingcod fillets.

These tonnages paled into insignificance before the volume of imports reaching Atlantic ports. During the first week in April there was received from Iceland 2,150,000 lbs. of frozen fillets, while imports from Norway during the same period added 340,000 lbs.

Sverre Johansen Again Heads Halibut Producers

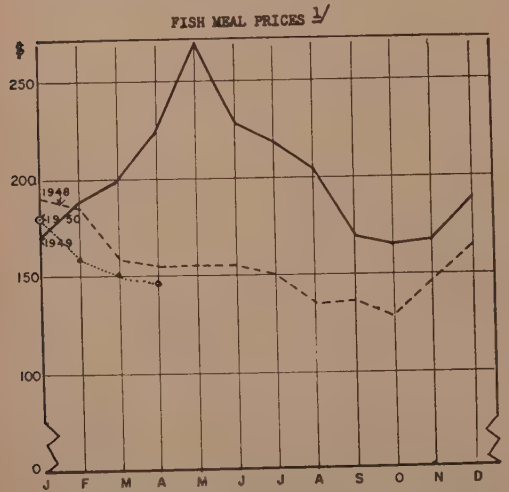
Capt. Sverre Johansen of the schooner *Mitkof* in March was chosen president of the Halibut Producers Cooperative for the third successive year. First vice president is Sig Hendricks, while Sig Hegge was chosen second vice president; Nels Pedersen was elected treasurer and Severin Tynes secretary.

Henry Rostad continues as general manager and assistant secretary.

As in 1949, Mr. Rostad later covered the principal ports of Southeast Alaska in which the cooperative is represented, giving the Alaska membership a wire-recorded report of the full proceedings of the cooperative's annual meeting.

Clams at Cordova

G. P. Halferty, head of the Whiz-Halferty Canneries, Inc., says the company started canning clams at Cordova about the end of March and, in spite of much bad weather, was doing as well as could be expected in mid-April, with expectation of much better results with favorable tides through the latter part of the month.



1/Average wholesale price per ton, bagged, 67 percent protein at San Francisco.

Based on data from the U. S. Department of Agriculture

Sharp divergence of the trend in Pacific Coast fish meal prices during the first three months of 1950, as compared particularly with prices during 1949, is shown in the accompanying graph, prepared by the Fish and Wildlife Service from official figures. It will be noted that the 1950 trend has closely followed that of 1948, but on a lower horizon. Weakness in meal prices is attributed generally to reports of successful use of synthetic nutritionals in place of the animal protein factor found in fish meal and condensed fish solubles.

Fishery Operators Called By Anchorage Grand Jury

Subpoenas to the number of 163 had been issued by early April to fishery operators and Alaska businessmen, calling them to appear before the federal grand jury sitting in Anchorage.

Receipt of the subpoenas was preceded in many cases by interviews with F.B.I. and Anti-Trust Division agents.

Many of the fishery operators were being put to great inconvenience and possible serious loss as result of being called to testify at a time when preparations for season operations are of paramount importance.

As they convened March 29 only 7 out of the 40 persons called for service appeared, necessitating postponement until an additional 40 names could be summoned.

There were at that time seven members of the Department of Justice anti-trust staff on hand from Seattle and Washington, D. C.

Columbia Gillnetters Ask 23c Price to Aug. 10

Gillnet fishermen on the Columbia River early in April initiated 1950 fish price dickering with an asking price of 23c per lb. for Chinook salmon from the opening of the season until Aug. 10.

Thereafter, they want 20c per lb., according to Henry Niemela, secretary of the Columbia River Fishermen's Protective Union. The price schedule includes 15c for Steelheads and 8c for shad.

The packers countered with an offer of 1949 prices, when the figure to Aug. 10 was 20½c for Chinooks, with 17½c thereafter; 13c for Steelheads.

Fauchald Heads Chatham Strait Fish Company

Aksel Fauchald was elected president of the Chatham Strait Fish Co. at the annual meeting of this Alaska herring corporation recently. He succeeds the late K. Tollefsen, who was run down and killed by an automobile last winter.

Elected vice president of the company is Klemet Tonning, who for many years was plant foreman under Mr. Tollefsen at the company's Crab Bay station on Prince William Sound.

Mr. Fauchald is in charge of the Chatham Strait plant at Zachar Bay, Kodiak Island.

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IN THE ROCKIES — The Colorado Fuel and Iron Corp.
Continental Oil Bldg., Denver, Colo.
ON THE WEST COAST — The California Wire Cloth Corp.
1080 — 19th Ave., Oakland 6, Cal.

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Delicious salt-water fish, ready to cook. Cleaned and boned—no waste.
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QUICK-Frozen in plants and packages modern as tomorrow—
Meeting standards of excellence and traditions of quality
Developed in 82 years of honest dealing in the fish business.

CHILLETS

NEW ENGLAND FISH COMPANY

SEATTLE, WASHINGTON

"Since 1868"

NEFCO Fishery

NO FURTHER GIVE-AWAYS OF AMERICA'S MARKETS

No Surrender of Congressional Authority, No Subsidies—These are Basic Policies Adopted by National Fisheries Institute

A red-hot issue blazed-up in the American fishing industry just as the National Fisheries Institute assembled in Chicago April 18-20 for its fifth annual convention—and the N.F.I. lost no time and minced no words in making its position plain—a position which may be briefed in these words:

There must be no further give-aways of American markets for the products of the American fishing industry, already imperilled by tariff reductions.

And to this opposition to further tariff concessions under reciprocal trade agreements was added a further firm word:

No ratification of the International Trade Organization charter, with resultant surrender of Congressional authority over the American tariff to an international organization.

A third declaration of the N.F.I. convention:

"The fishing industry of the United States is a champion of free enterprise. The National Fisheries Institute is unequivocally opposed to the Brannon Plan, or any subsidy plan."

You can't say it much plainer than that.

The word had been spoken by N.F.I. before, but there was new fire, new urgency in the 1950 declarations —for the Institute saw *DANGER* in big red letters in the announcement that the whole subject of reciprocal trade agreements would be reopened at Torquay, England, in September, and that fishery items on which tariff reductions *might* be negotiated include:

Fillets, Canned Salmon, Canned Sardines, Canned Bonito and Yellowtail, Herring, Smoked or Kippered Salmon, Canned Razor Clams, Canned Clam Products, and a number of other items of lesser importance to the Pacific fishing industry.

Henry Goodrich of the New England Fish Co., Astoria, Ore., chosen vice president of N.F.I. for the Pacific Northwest region.

In a fourth action concerned essentially with federal policies and the effect of foreign trade upon the domestic economy, the Institute reauthorized its export-and-import committee to act "to preserve and safeguard the domestic fisheries industry." In granting this authority, the Institute said:

"The financial and economic structures of the producing, processing, distributing and exporting divisions of the domestic fisheries industry, the earning capacity of its employes, and their present high standards of living, are being seriously undermined by the ever-mounting volume of fish and seafood importations from foreign countries whose standards of living, methods of producing, and whose utilization of their own governmental subsidies deprive the American industry of the right of competition in traditionally American markets."

Irving Usen of Boston Elected to Presidency

The National Fisheries Institute chose for its fifth president Irving Usen, president of the O'Donnell-Usen Fisheries of Boston, from the beginning of N.F.I. a pillar of its structure, and one of the leading producing operators of New England.

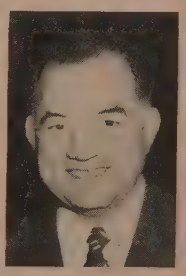
Secretary of the Institue, elected for a second successive term, is W. Wade Ambrose, president of the Westgate-Sun Harbor Company, San Diego tuna canners. Third figure of the top three also was re-elected, F. M. Bundy, president of Gorton-Pew Fisheries, Gloucester, again receiving the office of treasurer.

The six vice presidents—one from each region—were elected as follows:

North Atlantic—John Del Torchio, Cape Ann Fisheries, Gloucester;

South Atlantic — Royal Toner, Lester & Toner, Inc., New York;

South and Gulf—A. Wegman, New Orleans;



Lionel Shatz of A. Paladini, Inc., San Francisco, re-elected N. F. I., vice president for the Pacific Southwest region.

Pacific Southwest — Lionel Shatz, A. Paladini, Inc., San Francisco;

Pacific Northwest — Henry H. Goodrich, New England Fish Co., Astoria, Ore.;

Central States—William Lipman, Morris Fisheries, Chicago.

Directors elected from the Pacific Regions, with the two members of the Institute executive committee in italics, are:

Southwest — *Lloyd Turnacliff,* Meredith Fish Co., Sacramento; Aldo Cazaretto, Koulouris & Casaretto, Los Angeles; Emanuel Stein, Pueblo, Colo.; *Jack Willis,* Marine Products Co., San Diego; Max Freeman, Freeman's Certi-Fresh Foods, Los Angeles; J. D. Williamson, Fortune Fisheries, San Francisco; J. J. Camillo, San Diego; and E. T. Meakin, Polarine Fisheries, San Francisco.

Northwest — Dudley Turnacliff, Yaquina Bay Fish Co., Newport, Ore.; Ivar Wendt, Seattle; Harald Synnestvedt Jr., New England Fish Co., Everett, Wash.; *Gordon Bruce,* Portland Fish Co., Portland; Myer Bornstein, Bornstein Seafoods, Bellingham, Wash.; J. W. Mendenhall, Ketchikan Cold Storage, Ketchikan, Alaska; W. Arnold Waring, Haines Oyster Co., Seattle; *E. A. Ruthford,* San Juan Fishing & Packing Co., Seattle.

Synnestvedt Widely Praised For Institute's Stability

Warm praise was given Harold Synnestvedt, retiring president, for the soundness and stability with which N.F.I. enters its 1950-51 year; and this praise was not confined to on-the-record speech-making. It was heard wherever two or three were gathered together. For example, one leader of the industry said to this reporter: "Harald can leave office with a sense of accomplishment. He has made the foundations of the National Fisheries Institute secure. Today we are sound, solvent, and growing steadily in size and strength and influence."

In accepting re-election to his office as treasurer, Mr. Bundy said of Mr. Synnestvedt: "To him is due our fiscal soundness—the fact that we are solvent, *with a surplus.*"

The 1951 convention of the National Fisheries Institute will be held in Boston, at the Statler Hotel.

Mr. and Mrs. Synnestvedt were presented a handsome silver tray, Charles Alhadeff of Whiz Fish Products, Inc., making the presentation on behalf of the institute in words whose warmth and sincerity was accented by their simplicity.

Ben Shipman Honored

Another Pacific Coast man was honored by the N.F.I. when the institute's Yearbook was dedicated to Ben Shipman of Los Angeles, a tribute which carries with it life membership in the organization, which Mr. Shipman served from its beginnings.

Harald Synnestvedt, retiring president of N.F.I., who was accorded the warmest praise for his administration, and the growth and stability attained during it.

1950 N. F. I. Convention Is Rated "Best Yet"

Feeling was widely expressed at the convention that the 1950 meeting showed the effect of experience and planning on the part of the N.F.I. staff, as well as of hard work by the local Chicago committee headed by William Lippman of Morris Fisheries, Inc. Vice chairman was Walter I. Massey of Western Refrigerating Co.

Members of the Chicago Host Committee were: L. R. Besore, Fishermen's Federation, Inc.; Philip V. Bright, Jr., P. V. Bright & Co.; Vernon Burhop, Albert E. Burhop, Inc.; E. M. Concannon, Walker's Fulton Fish Co.; Walter F. Conklin, R. J. Ederer Co.; R. P. Fletcher Jr., Booth Fisheries Corporation; Joseph J. Glass, Fishery Products, Inc; Harry Kennedy, The Linen Thread Co.; Stanley J. Remus, San Juan Fishing & Packing Co.; Leo Slutzkin, Atlantic Fish & Oyster Co.; Wilson Smithers, Robbins, Inc.; Paul C. Stamm, Stamm-Schulman & Co.; Lee R. Swanson, L. R. Swanson, Inc.; W. M. Walker, W. M. Walker, Inc.

Old-Timers Stag Party

A new feature of the 1950 N.F.I. convention was the increased emphasis on the Old Timers Club, and the stag party which it held the night before the opening of the convention proper. This "black-tie" affair for the older members of N.F.I. (in point of service in the industry) and a limited number of guests proved a particularly enjoyable feature.

VIGILANCE VITAL IN TRAFFIC

Vigilance that never relaxes, and that is backed by a well-marshalled and effective force of fishery operators, armed with facts and data and statistics, and directed by trained traffic men—that was brought out at the N.F.I. convention as the essential formula for the industry's defense against rising transportation rates, and for correction of established inequities.

The N.F.I. traffic committee, headed by E. A. Ruthford, vice president of the San Juan Fishing & Packing Co., Seattle, came to the convention flushed with victory, in the express-icing case, in which a favorable decision had just been rendered an estimated annual saving of about $4,000,000 to the fish industry.

E. A. Ruthford, chairman of the N. F. I. traffic committee, which won the express icing case just before the convention.

Ray Steele, counsel for N.F.I., told the Traffic Committee at its convention conference that the Monark Egg Case, involving the right of unregulated truck lines to haul fish, was the key to the entire future in the matter of lower trucking rates for fish, and that the fight must be pursued with utmost energy. Passage of the Kilday Bill, currently in Congress to reverse the favorable decision won by the unregulated carriers, Mr. Steele said would throw the fish industry's distribution system into a muddled disaster.

Concluding the Traffic Conference, Mr. Ruthford said that the rail rate reductions voluntarily granted by the rails on shipments of frozen fish from the Pacific Northwest had resulted from one thing, and one thing alone —diversion of traffic by the shippers in a desperate effort to keep competitive by every possible saving in transportation charges.

Voluntary Federal Inspection Of Frozen Fish a Live Topic

Voluntary federal inspection of fishery products, as proposed in a bill currently before Congress, was one of the subjects which drew the keenest interest on the National Fisheries Institute convention.

Representative Clark W. Thompson of Texas, speaking to the convention as the leader of the government delegation present, frankly told the Institute why he had introduced the bill, and why he felt that some program such as it contemplates would react to the benefit of the fisheries industry, and its long-range economic soundness.

Congressman Thompson told how, while in the armed services and moving about the country in areas with which he was not familiar, he had found it difficult to get good fresh and frozen fish because he did not know the names of good dealers and good brands. "I found out that if you don't know where to get your fish, and what brands to ask for, you can get some mighty poor fish.

"I came to this conclusion, as a man who loves good fish: The industry needs a mark for its products which will prove that they have been inspected by an objective agency—that all fish bearing this label when inspected was sound, uniform and of good quality. In other words, a mark on which the average buyer may rely anywhere.

"For this reason, I offered this bill, which would authorize the Fish and Wildlife Service to develop the means for such inspection, and to conduct inspection upon the free and voluntary request of the owner of fishery products.

"We want your opinions on this matter, and will ask for them shortly at congressional hearings.

"If you want such a voluntary inspection service, I think the bill can be passed."

FAWS Defers to Wishes Of Industry on Inspection

Speaking before the session of the technological section of the N.F.I., A. W. Anderson, chief of the Division of Commercial Fisheries of the Fish and Wildlife Service, briefed the policy of the Service toward the proposal in these points:

Clark Thompson, congressman from Texas, whose bill to provide voluntary federal inspection for frozen fish proved a point of much interest at the N.F.I. convention, before which he explained the measure and why he thought it desirable.

"The Service wants to render any service to the industry which will serve to keep it competitive in the food market. Many foods now have federal inspection, and we think inspection such as is proposed in the Thompson Bill *may* prove a valuable merchandizing tool;

"But, if *you* do not feel the bill is desirable, *we* shall not press it."

Mr. Anderson brought out in his talk a number of points about the Thompson proposal:

The inspection is strictly voluntary. The owner of the goods *asks* for inspection.

Inspection is contemplated for frozen products only. The bill follows the pattern of present agricultural products inspection legislation.

He felt that there would be little duplication between the inspection and the standards which would govern it and the operations of the Food and Drug Administration. He pointed out that Food and Drug standards always represent a *minimum* level; and also that FAWS inspection would not necessarily confer clearance with Food and Drug.

Enactment of the Thompson Bill would be followed by FAWS conferences with the industry, leading to eventual establishment of standards and specifications on which the inspection would be based. Mr. Anderson pledged that such standards would be developed only on the basis of comprehensive consultation with the industry.

Each inspection would be paid for by the person requesting it. Experience in other such inspection service has indicated that such charges would be quite nominal, and not an item of much consequence in the matter of costs.

Competitive Factors Urging Frozen Fish Inspection

Raymond E. Steele, N.F.I. general counsel, declared that some form of voluntary inspection is being urged by competitive factors, notably: Canada is providing quality grade inspection; and, frozen fruits and vegetables are being inspected, to the apparent satisfaction and benefit of the industry.

Mr. Steele said that it was evident that the fish industry would want any inspection handled by the Fish and Wildlife Service; and that imported frozen fish evidently was finding some competitive advantage in being able to show an "inspected and passed" label.

He concluded his discussion by saying: "We feel the industry has made plain that it would insist on having a voice in drawing-up the inspection standards and program; and that it would want safeguards on the voluntary aspect of participation."

F.D.A. Strongly Opposed As Inspection Agency

While there was a good deal of variation in the opinions expressed during extended discussion of the voluntary inspection proposal, there

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was one point on which opinion was unanimous:

The Food and Drug Administration should remain in its own sphere, and should have no part in a quality-grade inspection program.

Various speakers credited Food and Drug with what they declared was failure of inspection in the shrimp industry. Others characterized F.D.A. as a "police service," concerned only with *edibility*, as distinguished from *quality*.

Harry R. Beard of New England Fish Co., Seattle, chairman of the N.F.I. technological section.

Most vigorous advocate of inspection among the industry men who spoke on the subject was Max Freeman of Freeman's Certi-Fresh Foods, Los Angeles, who declared: "*We have to start somewhere.* Inspection has worked well in frozen fruits and vegetables, and I know it will work to the benefit of the fish business at all levels."

In general, industry spokesmen inclined to the belief that federal inspection would be sought at the primary packing level, and would not be invoked often in the channels of distribution.

Harry R. Beard of the New England Fish Co., chairman of the technological section, expressed the opinion that a federal inspection would *benefit intra-industry trading, rather than sales to the consumer.*

This projected a subject which attracted remarkably keen interest at the convention: *the possibility of establishing futures trading in frozen fish on established commodity markets.*

Such trading would of course require inspection and certification as a first step.

It was evident at Chicago that numerous operators felt futures trading in frozen fish held real possibilities of benefit to the industry from a number of standpoints:

1. To permit protection of a normal operating profit by hedging;
2. To afford an industry-wide market for distressing goods, avoiding necessity for any-price dumping, with disastrous effect to the market as well as to the distressed seller.
3. As an assistance in financing.

News Notes Gleaned at N.F.I. Convention

Gatty Getting Tuna In Fiji Island Waters

One of the news items which aroused more than a little interest at the N.F.I. convention was the report—from a source of unquestioned authority — that Harold Gatty's Fiji-Samoa tuna enterprise at long last has succeeded in getting some tuna in waters around the Fiji Islands.

How large a quantity had been taken was not known, but it was said that the fish were taken by a method employing live bait as an adjunct to purse seining. It is presumed that the bait was chummed to raise and hold the tuna while they were surrounded and pursed.

The fish were said to be Skipjack —of extraordinary size for this species.

Ederer Sales Meeting Held During Convention

Following practice of several years, sales executives of the R. J. Ederer Co. gathered at Chicago at the time of the N.F.I. convention. Clarence Ederer, vice president, came out from Philadelphia, and the company's spring meeting was held on a schedule which permitted those attending to participate also in the N.F.I. convention.

Immediately following the adjournment of the Institute's meeting, Walter Conklin, sales manager for the Ederer Company, left for the Pacific Northwest on a business trip.

Meakin Visits Hawaii

E. T. Meakin, head of Polarine Fisheries, Tamalpias Fishing & Packing Co., and the California Press Manufacturing Co. left for the convention almost immediately after returning to San Francisco from a trip to the Hawiian Islands. He spent some time pleasantly in studying the island's fish and fisheries.

John Richardson Grandfather

John E. Richardson, Pacific Coast manager of The Linen Thread Co., arrived at the convention a little out-of-breath, having become a grandfather for the second time just the night before he left San Francisco for Chicago. The new arrival is the second daughter of John E. Richardson Jr.

Sam Barbour, vice president of The Linen Thread Co., met Mr. Richardson and R. E. Saxton, also of the San Francisco office, at the convention, which was also attended by the company's Mid-West representatives.

Grandpa Gordon Bruce

Gordon Bruce of the Portland Fish Co., an N.F.I. director and executive committee member, shared with John E. Richardson the convention honors due to new grandfathers—a status which he attained just before leaving Portland for the convention.

Ben Shipman of Los Angeles, whom the N. F. I. honored with the dedication of its 1950 Yearbook, and who thus became a life member of the organization he helped to found.

State Marine Fisheries Commissions Are Approved

Interesting federal approval of the Marine Fisheries Commission with which the coastal states have ringed the three coastlines of the country was voiced by A. M. Day, director of the federal Fish and Wildlife Service. Asked as to the attitude of the federal service toward these state agencies, Mr. Day said:

"In my opinion they are the basis for progress of real importance. They have harmonized the states' approach to common problems and have coordinated research. In the relatively short time since it has been organized, the Pacific Marine Fisheries Commission has done a splendid job."

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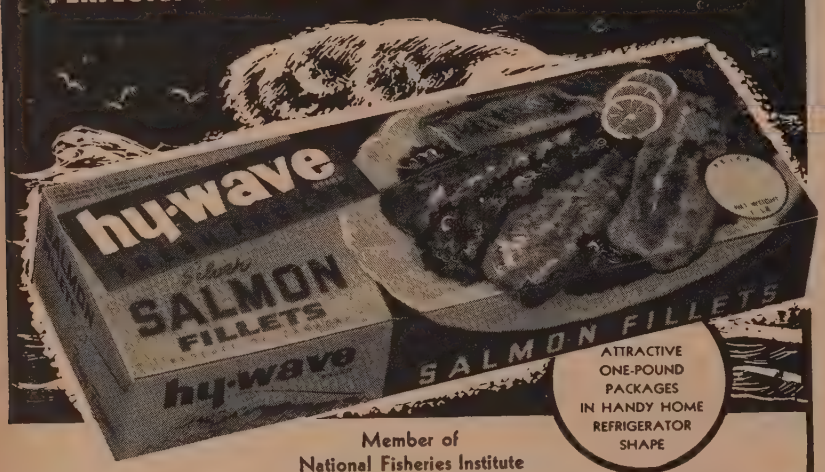

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Will Tariff Tinkering "Spring the Trap"?

Torquay tariff tinkering next fall "represents an open invitation to lurking deflationary forces to spring the trap on our postwar prosperity," the National Fisheries Institute was told by O. R. Strackbein, labor member and chairman of the National Labor-Management Council on Foreign Trade Policy, Washington, D.C.

"It will not take much of a push to start the snowball downhill," he said. "What is needed in this country today is encouragement of employment. Throwing a chill on business by announcing the danger of further tariff cuts will hardly create jobs. People who otherwise would be employed will be left to walk the streets.

Charles Alhadeff of Whiz Fish Products, Seattle, who received warm praise at the N. F. I. convention for his work as chairman of the finance committee.

"Simply to say that the proposed increase in imports would amount to only a small percentage of our total national production is meaningless; for the imports are in no sense evenly distributed. Some industries have no competition from abroad, while others suffer very sharp and destructive competition."

The Resolution Opposing Further Tariff Concessions

The resolution by which N.F.I. opposed further tariff reductions said in full, with only its formal resolution phraseology eliminated:

"Past duty reductions have already brought tariffs to levels that have led to severe competition from foreign sources, thus threatening the domestic industry, its price structure, wages and employment with irreparable injury.

"The fisheries industry is not opposed to imports that do not place our producers at a competitive disadvantage, but seeks protection only to the point of assuring fair competition.

'Any further reductions of duty would only aggravate a condition that already calls for remedy.

"The National Fisheries Institute expresses strenuous opposition to the inclusion of fishery products in the list of items upon which further duty reductions are to be negotiated."

(Editor's Note: This last sentence would appear futile, as fishery products *already are included* in the list subject to negotiation; and were included in it when the Torquay conference was first announced. Furthermore, Maurice Waller of the Office of International Trade, Washington, D.C., in response to a forum question, indicated that the American industry would be permitted to submit suggestions as to concessions to be sought from other countries; but he could not be drawn into acknowledgement that the industry's objections to concessions *by the United States* would be entertained.)

Surrender by Congress To I. T. O. is Opposed

Congress was urged not to surrender any of its authority over the American economy in a resolution which, with the "whereases" omitted, said:

"Membership in the International Trade Organization would pledge this country to further reduction of its tariff; and would, with certain circumscribed exceptions, prohibit the establishment of import quotas.

"The constitutional powers of Congress to regulate the tariff and imports would be shifted to an international body not responsive to domestic interests, in which the United States would have only one vote, thus leaving domestic producers virtually without a voice in the matter of national import policies.

Thor Tollefson, Washington congressman, who urged fishery exploration to develop new sources of supply, and to establish American fishery rights.

"The International Trade Organization charter is extremely ambitious in its scope of proposed economic controls.

"The National Fisheries Institute opposes ratification of the charter of the International Trade Organization."

Make-up of the N.F.I. export-import committee presents an interesting example of the Institute policy of balanced representation in all matters. As constituted during the past year, the committee has consisted of equal numbers of producers and distributors, with one exporter and one importer.

LOTS OF TALK ABOUT BREADING

The whirlwind rise in "ready-breading" of peeled shrimp before freezing, and its tendency to spread to the fillet field as well, was one of the primary topics of conversation and serious technical discussion at the N.F.I. convention.

Consensus was that successful breading involved numerous technological problems, depending upon the product to be breaded and its individual characteristics, as well as the effect sought and the market for which the product is designed.

Technologists reported most packers are using high-grade specialty products, with formula variations for distinct products; and that where problems had been encountered they generally had been traced to the use of "home-made" mixes formulated without proper knowledge and testing.

Need of extensive technological work in the development of specialized breading materials was generally acknowledged.

A. W. Meletio, head of Meletio Sea Foods Co., St. Louis, whose "Golden Dipt" material has been on the market for years, and is currently in wide use on shrimp and fillets,

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stressed the importance of the thickness and composition of the batter used, and its relationship to the cross section of the product to be cooked, in order to provide a sure gauge for adequate cooking based on the browning of the breading.

He emphasized the great opportunity offered by breading, from the standpoint of commercial development and profitable business extension as well as technology.

Congressional Co-operation With Industry Pledged

Congressman Clark W. Thompson of Texas, chairman of the House sub-committee on fisheries, attended the convention with two members of his committee: Congressmen Thor Tollefson of Washington and John J. Allen Jr. of California.

Representative Thompson pledged the industry the utmost in attention and co-operation and interest from his committee, declaring that this doctrine had been handed down to them all by the late Congressman Schuyler Otis Bland, of whom he said:

"You honored *him;* and he honored *you.* At the time of your last convention, Judge Bland said to me: 'The National Fisheries Institute inspires me. Their meetings are all business. From them you will get a new version of the fishing industry.'

Mid-Pacific Air-Lift Operating on Fish

A regular air-lift is operating in fish delivery service between Canton Island, about 1,000 miles south of the Hawaiian Islands, and Honolulu, Dr. W. M. Chapman of the Department of State told a session at the N.F.I. convention.

He said that fresh fish taken at Canton Island are being flown regularly to Honolulu at the rate of about 16 tons per month.

Questioned by R. M. Winslow of British Columbia Packers, Ltd., Dr. Chapman said that there was no possibility of any revision of the Pacific halibut treaty this season to permit the commission to regulate the rate of catch. He said that a treaty draft incorporating features desired by the fleet to permit such control of fishing had been drawn up and submitted to Ottawa, but that it is not yet acceptable to the Canadian government.

By-Products Producers Form National Agency

A national association of the fish oil and meal manufacturing industry —organized as a branch of the National Fisheries Institute, and functioning through that agency's national headquarters in Washington— emerged from the fifth annual NFI convention at Chicago in April.

Hitherto the oil and meal manufacturers have had a standing committee of NFI, but at the Chicago meeting it was decided to develop from this a more effective instrument for coping with the peculiar problems of the fish reduction business Accordingly, the Fish Oil and Meal Branch of NFI was organized with the approval of the Institute's directorate.

Stanley W. Letson of Portland, Maine, continues as chairman of the Oil and Meal Branch. It will raise its own budget, maintaining an active staff in NFI headquarters in Washington, and directing its energies toward constructive development of the part played by the fish by-products industry in the national economy.

Readily evident throughout the convention wherever by-products men were talking was the fact that their branch of the industry counts the current challenge of synthetic supplements in animal feeding as a matter of the utmost importance and concern.

There were some who thought the oil and meal men would be concerned over imports—and they certainly were, particularly with respect to liver oils—but it was primarily the impact and the implication of synthetic sources of the Animal Protein Factor which stood out as Concern No. 1.

Addressing the Fish Meal, Oil and ByProducts conference, Ralph Holder of McMillen Feed Mills, Fort Wayne, Ind., put the point plainly, and then called upon the industry to *make the challenge of competition a call to be answered by better fish products.*

Extension of Membership In N. F. I. is Forecast

Further membership growth was forecast for N.F.I. by a number of speakers at the convention, and it is of particular interest that most of those stressing this point were from the Pacific Coast. For example, Wade Ambrose brought out the point that the Institute in 1949 had a net gain of 87 members, and that the membership roll currently includes 604 firms.

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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

E. W. Harrison, president, Wm. H. Stanley, Inc., New York City canned fish brokers, as he visited PACIFIC FISHERMAN'S offices in March.

PINK PRICES TURN UP AS TWO LARGE FACTORS ADVANCE QUOTES

Principal recent development in the salmon market was a 50c mark-up of Pink talls to $15.25 and Chums to $14.50, announced by Libby, McNeill & Libby at the end of March and followed April 3 by the New England Fish Co. No others had advanced their prices within the following week, though a few were either still withdrawn or holding at considerably above the current quotations; but at presstime offerings of Pink talls through independent sales agencies were becoming noticeably scarce.

Estimates by some of the industry's most experienced statisticians figured the total unsold supply at not over 400,000 cases—perhaps not much over 325,000; but of this by far the greater part is closely held by a few large interests for their regular trade, leaving relatively little available for the open market. A great many packers are sold out, and most of the remaining supply is believed to be scattered among many markets on consignment.

Pink talls are still available from a number of sources (mostly in limited quantities) at $14.75, and Chums at $14. Nothing has been heard for some time of any Pinks—"pale" or otherwise—being offered below that basis.

Early Sellout Anticipated

Total volume of Pink sales continued heavy through most of March, though buying was mostly in small lots, evidently for nearby consuming demands. Since then, however, business has been quiet, general opinion being that most buyers have pretty well covered their requirements for the next month or so. The mark-up by two large sellers did cause some stimulation of current sales from consigned stocks.

With the near approach of summer—the principal consuming season—the primary market is now pervaded by a feeling of confidence that Pinks will be completely cleaned up long before the appearance of new pack.

Few Chums Offered

Chums have been moving rather slowly right along, but the supply was below normal to begin with, and all large holdings now appear to have been sold out, leaving only relatively small scattered offerings. These are sufficient for all immediate needs, but an early cleanup of Chum talls is believed to be clearly in sight.

Except for Pink and Chum talls, there is no salmon of any consequence on the market: no Sockeyes, fancy Chinooks or Alaska Reds, though a few Columbia River Chinooks of "near-fancy," choice and standard grades are still offered, as well as an occasional small lot of Alaska Kings. Cohoes, both talls and halves, are still available from a few sources, but are decidedly scarce, with prices varying considerably according to quality.

Japanese Canned Tuna Priced at Low Levels

Current price quotations on Japanese canned tuna, ex-warehouse, New York City, are:

Albacore, fancy, $12.65, basis 48 halves.

Albacore, fancy, $26.50, basis 48 flats.

Lightmeat, fancy, $24, basis 48 flats.

(Note—Current price on American fancy Albacore in halves is quoted as $16, fob. Pacific points.)

Booth Names R. T. Gage General Sales Manager

Robert P. Fletcher, Jr., president of Booth Fisheries Corporation, today announced the appointment of Rex T. Gage as general sales manager, to succeed James A. Edington, recently resigned.

Prior to his most recent appointment, Mr. Gage was district manager of the Missouri River Division of the company, with headquarters in Omaha.

Deming & Gould Relinquishes Cedergreen Frozen Sales

Cedergreen Frozen Pack Corp., in which Pacific American Fisheries holds a majority interest, has separated its distribution from that of Deming & Gould, wholly owned sales agent for PAF. The change was announced in Bellingham in March.

Deming & Gould will continue to handle sales of PAF canned salmon, while Cedergreen sets up its own brokers and distributors for frozen foods.

Ross Cooledge, long-time sales manager of Cedergreen, has resigned to join Pat Conrad in a partnership at San Diego, handling distribution of Cedergreen frozen foods. No immediate appointment of a successor was made.

Peeled, Breaded Shrimp Have Bright Future, Thinks Paul Stamm

Frozen shrimp, peeled, veined, breaded, and ready for the frying baskets have a long and bright future, in the view of Paul C. Stamm of Stamm-Schulman, Chicago distributors, who writes of this product:

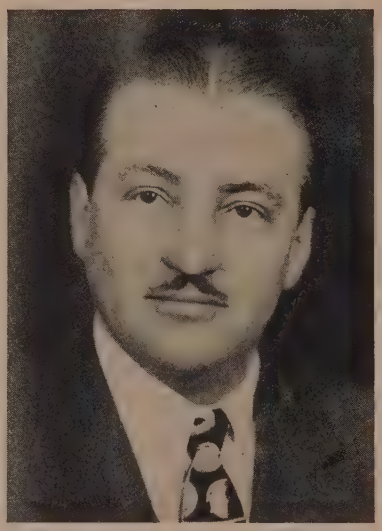
"We are particularly impressed by the wide acceptance of Frozen Breaded Shrimp, which has been peeled, deveined, cleaned and breaded with a wholesome wheat flour, which includes seasoning, eggs and milk. We are fortunate in being the sole agents for "Hi-Top" Brand Frozen Breaded Shrimp, which is now being distributed on the West Coast through our Los Angeles office.

"This shrimp is packed in consumer-size and two-pound institutional-size packages. The shrimp is all prepared and ready for the pan. The housewife can have an order of French Fried Shrimp within minutes from the time the package is opened; in fact, in three minutes for the frying time. Restaurants will find this wonderful two-pound package a medium for added sales. Whereas it was a 20-minute preparation for French-Fried Shrimp, they now can be fried within minutes, with no preparation. This enables an average restaurant to offer French Fried Shrimp daily and on a short-order basis rather than a weekly basis, which is now old-fashioned.

"If I seem to be over-enthusiastic about this package, it is exactly the impression I am trying to create, as I firmly believe that hotels, restaurants and other eating places will, after a little education, become thoroughly aware of this time-saving, convenient, money-making and delicious food, which is so much in demand."

Van Camp Selling Tuna in San Diego

Van Camp Sea Food Company has entered the San Diego-Imperial Valley market with its "Chicken of the Sea" canned tuna, the first time it has actively promoted the product Van Camp has produced in San Diego for 30 years. Last month Bates Harper, manager of the San Diego cannery, announced W. R. Knapp and C. F. King as distributors in that territory.



Paul C. Stamm of Stamm-Schulman, Chicago food distributors, who writes enthusiastically of the future he sees for frozen peeled, breaded shrimp.

Russian Crab via U.K. Now Priced at $48

British interests re-selling Russian canned crab in this country are reported to have cut the price per case of 96 halves to $48, fob. eastern terminals, in an effort to drive the directly-imported Russian goods being offered on the Pacific Coast out of the American market.

Sellers of directly-imported Russian crab in Seattle are reported to have withdrawn from the market for the moment, rather than meet the latest cut.

The British-Russian crab, No. 2 grade, is said to be priced at $42 per case.

The Russian crab being sold here by the British was received by them in exchange for manufactured goods; and is now being re-exported from the United Kingdom to this country for dollar exchange.

The Kennedy Menke Co., Inc., 320 Broadway, New York City, is pleased to announce that Herbert G. Goeckel has joined their organization. He is well known on the wholesale and chain store trade and will cover the New Jersey territory (exclusive of Essex County) for all the principals they represent. He will also be merchandising manager of their retail staff.

SAM RUBINSTEIN, head of the Seattle agency houses of Whitney & Co. and Carl Rubinstein Co., returned April 8 after several months abroad, accompanied by Mrs. Rubinstein. They traveled extensively through Italy, France, Israel and England.

Japanese Tuna Threat Serious in Boston

A very serious view of the effect of imports of Japanese Albacore on the American market for tuna is held by C. F. Weismann of Jones, Weismann & Co., Boston brokers. He writes PACIFIC FISHERMAN, saying:

"Everyone admits the market has firmed-up on lightmeat tuna, but the situation on Albacore is very bad. Japanese merchandise is coming in at prices as low as $14.25, Boston, and possibly lower.

"Frankly, we are very much worried about this Japanese situation, because we were on the opposite end prior to the war, and represented a national brand of Japanese tuna and crab, selling thousands of cases in this market.

"At that time the Northwest tuna industry was just a-borning. Now a real problem faces the Northwest industry, if it is to survive. The only solution we can see is for it to become realistic in order to put the packers in a position to keep the domestic product alive.

"I feel personally that the situation is quite desperate. Unless the industry as a whole cooperates to meet Japanese prices, I'm afraid there is going to be slow strangulation as far as California and Northwest products coming into the Boston market is concerned.

"Russian and Japanese crabmeat have always been well received in our market; but we think the Japanese is the better received of the two, primarily because of the political situation. However, there is plenty of Russian merchandise being offered, and with both kinds quoted about $54 for 96s, and the prospect of a lower market, it certainly appears that there is going to be a considerable quantity sold here. Domestic products therefore will lag unless they are priced in proportion."

Fish Broker Bids Low On Ferry Operation

Thomas R. Williams, owner of the Columbia-Pacific Company, Astoria fish brokers, with Robert C. Larson, a partner, was low bidder of three who submitted tenders to the Oregon highway commission for operation of the trans-Columbia River ferry service from Astoria to Megler, Wash.

"Pacific Pearl" Crab In Lithographed Cans

Ivar Wendt, Seattle food broker, late in April disclosed that "Pacific Pearl" brand canned crab, marketed exclusively by his firm, is now being packed in lithographed tins.

The cans, produced by the American Can Co., Seattle factory, are a virtual duplication of the "Pacific Pearl" label which has been used for years on canned crab and are white background, with the brand name in white on a red horizontal panel, and with a handsome red crab couchant above.

Goods packed in Alaska bear the name "Alaska" in blue script. Production of the Grays Harbor and Willapa Harbor canneries is packed in lithographed cans without geographical designation.

Mr. Wendt believes the new cans will prove popular with the trade because the labels will not become soiled and shopworn.

New lithographed can being used for "Pacific Pearl" brand canned crab, distributed by Ivar Wendt, Seattle food broker. The can, lithographed in red and blue on white, is manufactured by the American Can Co. It marks a revival in the use of lithographed cans on Pacific seafoods.

Iceland's Devaluation To Sharpen Competition

A new, and serious threat of intensified foreign competition in the frozen fillet business is seen as result of the March 20 action of Iceland in devaluing its kronur from 10.705c to 6.14c.

This is a cut of 42.6%. Thus, on a straight currency basis, the products of Iceland's fisheries could be sold in the United States for 42.6% less than previously. The American fish trade is of the opinion that this action will produce a substantial increase in the already onerous volume of Iceland fillet shipments to this country.

Another recent international blow to American fisheries—but this time affecting exports—came in the form of an announcement by the government of the United Kingdom that it would cut its imports from the United States by a further 20%.

Shiel on Long Trip

Walter P. Shiel, Seattle salmon broker, was due back in his office about the first of May after an extended and intensive trip of more than a month. Flying hard, he was covering virtually the entire country for a post-Lenten contact with the salmon distributing centers.

B. C. PRIMARY SALMON MARKET APPROACHES COMPLETE CLEAN-UP

Prices for British Columbia canned salmon to presstime had been firm and trading extremely active, with the result that carryover of any grade will be negligible. Stocks have moved steadily ever since the 1949 pack became available.

British Columbia canned Sockeye is virtually unobtainable to the trade at any price. Most of the pack has been sold in Canada, owing to the decline in overseas purchases due to shortage of dollars. Fortunately, the Canadian economy has been such that there has been a ready acceptance of canned salmon in the domestic market and, sparked by an aggressive advertising campaign from coast to coast by individual packers and by the industry as a whole, sales have more than offset any decline resulting from curtailed foreign business.

In some eastern Canadian markets competition for Sockeye salmon has been so keen among wholesalers that prices have advanced as much as 10% over regular quotations. Spot situations have arisen where cities such as Hamilton have offered Sockeye, and sold it, at substantially higher prices than in nearby Toronto for the same brands and grades.

Canned Coho is available only in limited quantity, depending to some extent on quality, the superior lines moving faster. Most of the best Coho was disposed of promptly through retail channels along with the Sockeye. Pinks were scarce in April and even Chums in halves were virtually exhausted, with the greatly depleted stocks bringing $14 and up per case when they could be located.

Mexican Shrimp Producers Visit U. S. Distributors

Hernando De Cima, head of Productos Congelados, S.A. Guaymas, was a visitor in San Francisco in late March, conferring with officials of Wilbur-Ellis Company, U. S., importers and distributors for the "Southern Seas" and "Southern Royal" green shrimp from the Gulf of California, produced by Productos Congelados at the Guaymas and La Reforma freezers.

Kayler-Dahl Fish Company's new aluminum foil package for its "Polar Star" brand Alaska frozen shrimp. The package is the "Traypak" type manufactured by Renolds Metals Co. Net weight of shrimp is 10 oz. So far as reported, this is the first instance in which this type of aluminum foil box with crimp closure has been used for Pacific frozen fish or seafood.

SEATTLE PRICES

Openly-quoted Prices Current At Presstime, F. O. B. Puget Sound Terminals

Col. R. Chinook—	
Choice, 48/2	$12-12.50
Standard, 48/2	$11.00
Puget Sockeye	None offered
Alaska Red	None offered
Alaska King, 48/1	$15.00
Medium Red, 48/1	$19-22
Medium Red, 48/2	$11.55
Pink, 48/1	$14.75-$15.25
Pink, 48/2	$10.00
Chum, 48/1	$14-14.50
Chum, 48/2	$9
Crab, 48/2	$23
Albacore—	
Fancy, 48/2	$16
Chunk style	$11.50

Vancouver Canned Salmon Quotations

Openly quoted general commercial prices charged by packers to the wholesale trade at presstime, Canadian funds, f. o. b., Vancouver.

Variety:	Per Case
Sockeye, 96/2	$35.00
Coho, 48/1t.	$20-23.50
Coho, 96/2	$22-25
Pink, 48/1t.	$15-16.50
Pink, 96/2	$18.00
Chum, 48/1t.	$12-12.50
Chum, 96/2	$14.00

Note—Sockeyes virtually unobtainable; Coho, definitely limited; Pinks, scarce; Chums in halves almost exhausted.

Frohman Finds Salmon Featured by Grocers With Low Mark-ups

"Salmon is moving into consumption very well, and is being featured by all the trade at low mark-ups," comments Arthur H. Frohman of L. H. Frohman & Sons in a brief review of the Chicago canned fish market situation, written Pacific Fisherman.

'Some heavy purchases made recently on Pinks will slow new sales for the next 30 to 60 days among the wholesale buyers. They were waiting for most packers to re-enter the market, and now with Libby's increase of 50c per case, followed by New England, trade confidence should be stabilized.

"Business journal reports indicate the packers will have the same costs on new salmon as they had last year, and with a good consuming season still to go before new pack arrives, the $15.25 price for No. 1 Tall Pinks should not only remain stable, but could easily become firmer and advance. Last week there were still rumors about poor quality Pinks underselling the market.

The demand has been good for Light Meat Tuna, and there was plenty of cooperative newspaper advertising during the Lenten season. Undoubtedly jobbers and chains have both moved respectable quantities. In fact, some items have been short while packers were waiting for boats to come in so they could resume packing. Prices have remained stable, except for the recent low offerings of Japanese.

"The demand for California Oval Sardines has been fair, but the movement of this item has never recovered its pre-war turn-over in Chicago. The market seems firm."

LLOYD TURNACLIFF, manager, Meredith Fish Co., Sacramento, has appointed *A. J. "JOE" GAGLIA* as sales promotion manager. Mr. Gaglia was formerly with Snow-Crop Frozen Foods, Los Angeles, where he was sales promotion manager.

PACIFIC SOLE SALES SUFFER FROM NUMBERS OF BRANDS AND GRADES

Sales of Pacific packaged frozen sole fillets in the St. Louis market have suffered in the past from "so many different brands, and so many different varieties packed originally," according to F. J. Girse, vice president, Meletio Sea Food Co., St. Louis distributors.

He reports that packaged frozen salmon and halibut have been in good demand in that market, and that they have been handling considerable quantities of Gulf of California shrimp, particularly in the larger sizes, 15 and under; and also 15/20 count in 5-lb. packages.

Eastern fillets still dominate the St. Louis trade, he says, with the demand steadily increasing. This he attributes in large degree to the fact that "prices this year are more reasonable than they have been for some time."

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COHOE
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—"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
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CHUM
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HAWAIIAN TUNA

VITA-OCEANIC FISHERIES HAS OWN BUILDING IN SEATTLE

Since last October the Seattle organization of Vita Food Products, Inc., and affiliated concerns—Oceanic Fisheries Co. and Rainier Boat Co.—has been located in its own building on the Lake Union waterfront, with excellent office quarters and dock and storage facilities for its floating equipment. The address is 1844 Westlake Ave. North, phone ALder 2200.

The premises are owned outright, lots with lake frontage of 121 ft. having been purchased some time ago, with dock space for winter mooring of all eight of the Rainier Boat Co.'s big herring seiners. The building, recently completed, is a handsome and substantial wooden structure of three full stories with a penthouse on top, beautifully finished inside.

The lower floor, below street level and about even with the dock, is used for storage and shops in connection with the company's fleet, with full concrete foundation-bulkhead on the inshore side and creosoted piling under the outer part; while the street-level story is divided into two large rooms with glass front, providing fine display space. This portion is admirably adapted to stores for marine equipment, and is designed for rental.

High-class headquarters for a fishery outfit—the headquarters of Oceanic Fisheries Co. on Lake Union, Seattle. The company has its offices in the upper story of the building, built specially for the purpose, and berths its fleet of eight big herring seiners at the company dock, equipped to service the fleet. The seiners seen in the picture, or marked by their crowsnests, are: *Oceanic, Victory, Morning Star, Vita, Eileen, Lynda, Valiant,* and *Vitanic.* The company's operations include herring plants at Port Vita, Kodiak Island and Port Oceanic, Prince William Sound; and a salmon cannery at Port Conclusion, Chatham Strait. Max Jacobs is vice president and general manager; J. S. Jensen, secretary and general superintendent; Bert Gilman, sales manager.

The Vita Oceanic-Rainier Boat Co. offices occupy half of the upper floor, with plenty of room for the executive personnel in all departments—with abundance of daylight and a fine outlook on three sides. The other half of this floor is occupied by the Reynolds Aluminum Co.; and the small penthouse above is equipped as a compact "galley" or coffee shop and lunch room. Fire hazard throughout the building is minimized by a complete sprinkler system.

The seiner *Vitanic* of the company's fleet, which has been fishing along the Southern California coast for the Golden State Packing Co. and the French Sardine Co. through the sardine season, returned in mid-February under command of Capt. Tony Novak of San Pedro, and it was expected that seasonal preparations for the Alaska season would soon be under way. While the Alaska outlook was full of uncertainties up to presstime, company executives were hoping for a full-scale herring operation.

Weissich Congratulated On Story in Pacific Fisherman

Theo Weissich and his staff of the Theo Weissich Fish Company at Eureka have been receiving the congratulations of friends both here and elsewhere on the story of the firm carried in the February issue of PACIFIC FISHERMAN.

Production of the new one-pound package of the Theo Weissich Fish Company started early in March with the newly installed machinery clicking perfectly according to Theo Weissich, president and general manager.

Weissich states that a few more weeks will pass before the new line will be completely in operation, when the firm expects to start work on its crab processing section for vacuum packing.

The company is now packaging both the Freeman Certi-Fresh and Humboldt brand one-pound packages.

United Fishermen's Co-op. Assets Increase in 1949

The United Fishermen's Co-operative Association, with head offices in Vancouver, B.C., added $100,000 to its assets last year, according to reports presented to the annual meeting recently. Assets have risen about $250,000 since 1941, largely as a result of new construction and equipment installations.

Members urged amalgamation of the various co-operative associations in the British Columbia industry into a single unit. They are now affiliated, but it is contended that closer association would strengthen the whole if future economic conditions are adverse.

All officers were re-elected.

Fishing Is a Lottery, That's For Certain

Uncle Sam's Postoffice Department has held in an official ruling that fishing derbies of all kinds are lotteries, inasmuch as the laws of chance rule the catching of the largest fish.

The postal laws prohibit the mailing of any matter relative to lotteries.

This will put a crimp into salmon derbies and other events of the sort, particularly where they are promoted by newspapers, which can't be mailed if they contain stories of the events.

Fishermen have known all along that fishing is a lottery.

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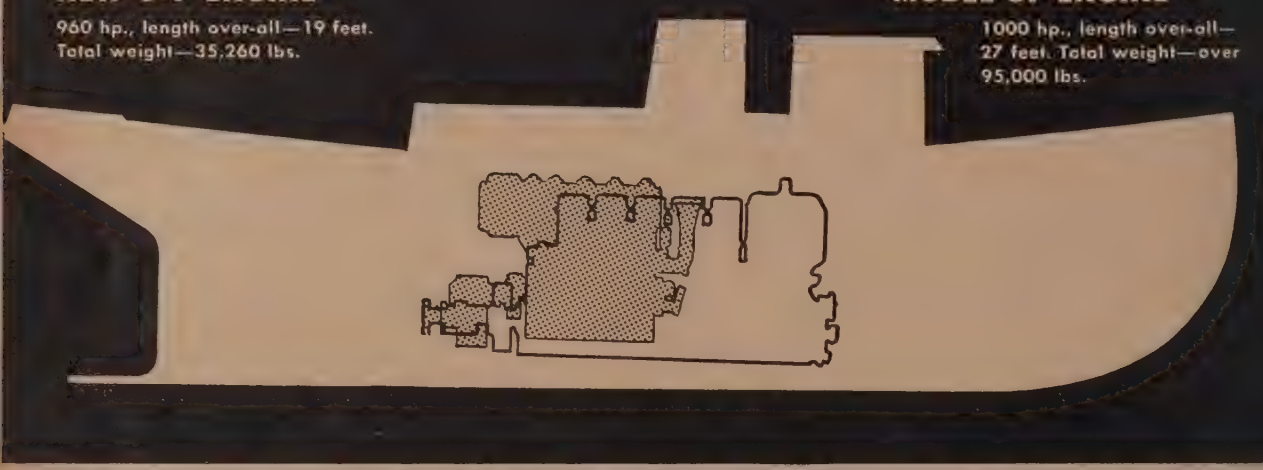

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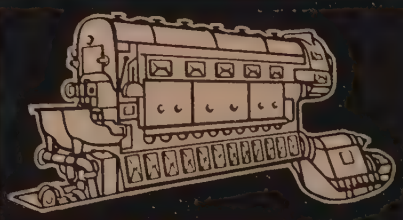

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Sardine Research Find Promising Results

Reported at End of First Year's Work

Some answers to California fishery questions were beginning to appear after the first full year of investigation by the combined endeavors of scientists from the California Academy of Sciences, the U. S. Fish & Wildlife Service, the Division of Fish & Game and the Scripps Institution of Oceanography, under the direction of the Marine Research Committee established several years ago by the governor.

The first full year of operation of the research program, which included much work on the high seas, as far as 400 miles off-shore, brought out the interesting facts that there is a huge abundance of anchovies, jack mackerel, and needle fish off the California coast. Indeed, researchers reported at a public meeting of the committee and the scientists in San Francisco last month, that anchovies appeared to be at least as abundant as sardines, perhaps more so. Jack mackerel is another resource that is not being utilized to any extent at the present time, and this fish too, appears to be more abundant than sardines.

First topic on the agenda was a summary of sardine spawning in 1949. It was reported that the class of 1949 was not promising. Three vessels are out now, investigating the eggs, the young larvae, and will be out checking on the six-month old fish.

It takes about three years for a sardine to grow to catching size, it was reported; the 1947 class entered the fishing ground in catching size last year and formed 60% of the sardines taken last year. Probably some 200,000 tons of a population of approximately 600,000 tons have been taken so far.

There will still be quantities of these fish around for the coming season, it was reported, and they will be larger than they were last year. The fish spawned in 1948 coming into the fishing grounds this year are not promising.

It was reported that sardines have been caught which were 18 years old, but none of these are around now; most of the sardines caught are under five years old.

Sonar Found Effective

An interesting topic was sardine scouting methods and results. It developed that sonar scouting for sardines, tried out of San Francisco several years ago, was perfectly feasible. The trouble then was that there were no schools of sardines for the sonar to get a fix on. Sonar is being used now by the research vessels of the various agencies, that have depth sounding devices.

It was pointed out that exploratory use of new tools in locating fish, such as sonar, electric currents through the water, etc., was just beginning.

The possibility that fishermen some day might put out plankton nets, take samples, and determine from these samples whether or not there might be sardines in the vicinity, was advanced.

It is very difficult to say how sardines react to currents, temperature, and chemicals, the researchers reported. At the Academy of Sciences studies along these lines are being made on sardines in an aquarium. It was pointed out how difficult it was to get the sardines to live long enough in an aquarium to make any experiments on them at all.

It has been found, however, that as the temperature drops the sardines get closer and closer together—an indication that sardine schools might be more dense in cooler waters.

Sardines don't orient themselves to the current, it has been found. They swim in whichever direction they wish to go regardless of the current. They also appeared to be attracted to their food by chemicals in the water—just what chemicals was not disclosed.

There was some discussion about the dumping of war surplus chemicals in the ocean and what effect this might have in driving away sardines, and scientists agreed that if the dumping was done in the open ocean, as off the Golden Gate, rather than in an inclosed bay or lagoon, there would be no noticeable chemical effect in the water, the dilution being so great.

Speakers told how the sardine larvae is prey to numerous enemies, and as they grow up birds, other fish, and animals prey on them. It was conceded that some enemies beside man have a real effect on the supply of sardines.

Scientists Plan Second Year

It is planned to continue the sardine research that was commenced a year ago, along the same lines and improving methods. The scientists asked for suggestions from the sardine industry as to future problems to be worked on.

The sardine tagging program that was carried on a number of years ago, it was pointed out, was abandoned on account of the cost. It

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Japanese M. P. On American Tour

Kaju Nakamura, Japanese editor, lecturer and for six terms a member of the lower house of the Diet, stopped in Seattle in mid-April on his way home from a three months' tour of the United States, having visited the fishery district of Monterey, Calif., a few days before.

Mr. Nakamura, who is a graduate of New York University and has spent much time in this country, believes Japanese and Americans have a much better mutual understanding than in the past; and to augment such understanding was one object of his trip. On his return to Japan he expects to be a candidate for the upper house of the Diet, corresponding to our Senate.

In conversation with Miller Freeman, publisher of PACIFIC FISHERMAN and chairman of the Pacific Fisheries Conference, Mr. Nakamura expressed agreement with *the principle that each nation should give cooperative recognition to the fish conservation policies of other nations,* and that *this principle should underlie any fisheries provisions of the pending Japanese peace treaty;* and he pledged his influence toward that end.

Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"
SALES SUBSIDIARY: DEMING & GOULD COMPANY, SOUTH BELLINGHAM

would require three deep sea vessels, at sea for two years to accomplish anything it was said.

Members of the industry, who pay for the research program with a 50c per ton tax on sardines processed, thanked the research staff and the Marine Research Committee for the very promising results obtained from the first complete year of the research program.

Scientists reporting were: Roger Revelle, L. McHugh, and Carl M. Hubbs, Scripps Institution of Oceanography; John C. Marr, Frances Felin, Ted Widrig, E. H. Ahlstrom, U. S. Fish & Wildlife Service; Dr. Robert C. Miller, chairman of the technical staff, and Tom Goody, California Academy of Sciences; Dr. Frances N. Clark, J. B. Phillips, and Robert C. Wilson, Division of Fish & Game.

Chairman of the Marine Research Committee is Julian C. Burnette, Richmond Fisheries, San Francisco; and other members are D. T. Saxby, California Packing Corp.; R. Bivens, Coast Fishing Co.; Harvey Hastain, president, Fish & Game Commission; E. L. Macaulay and Richard S. Crocker, Division of Fish & Game; Dr. Robert C. Miller, California Academy of Sciences; John Morris, French Sardine Co., and Wade Ambrose, Westgate-Sun Harbor Co.

WM. S. OLSON, Seattle, before accepting his appointment as manager of the new Keku Canning Co., sold his interest in the Westward Packing & Trading Co., Kenai, Alaska, to his associate, *HAROLD DAUBINSPEK*.

Can Companies Honor N. C. A. Head at L. A.

To meet the new president of the National Canners Assn. and other officials, members of the California Fish Canners Assn. were guests at a luncheon, March 23, given in Los Angeles by Continental Can Co. and the American Can Co.

Speakers were: Henry P. Taylor, president of the N.C.A.; Carlos Campbell, secretary, N.C.A.; Watson Rogers, president of the National Food Brokers Association; and Katherine R. Smith, director, Home Economics Division of the N.C.A.

Herbert C. Davis, president of Terminal Island Sea Foods Ltd., and member of the board of directors of the N.C.A., introduced Mr. Campbell to the luncheon guests. Fish cannery operators attending included Don Loker of French Sardine, G. H. Clark, Terminal Island Sea Foods, A. E. Eder, Pan Pacific.

Mather Is Acting Agent Of Astoria Otter Trawlers

A. H. (Al) Mather, president of the Otter Trawlers Union, Local 50, of Astoria, has assumed the duties of business agent, which have been administered by Benjamin B. Ferguson for a period of one year, under a contract. Ferguson has returned to his home in Bellingham, Wash., and it was announced that no full time business agent will be appointed for the union for the present. Mather lives in Astoria and operates the dragger *Trask*.

Some of the Murphy diesel engines at Lipsett Engine & Manufacturing Co., Vancouver, awaiting installation in various British Columbia fishing vessels. All the engines are equipped with Twin Disc reduction gear. Among the units shown here is a Murphy Marine 190-hp. engine to be installed in B. C. Packers' packer *Maple Leaf 3*. Seven ME 150's are to be installed in other B. C. Packers' vessels and Queen Charlotte Fisheries' boat *Seiner*.

Herring Outlook Cloudy For Alaska Operations

Dark skies loomed ahead on the course of the Alaska herring industry as spring moved toward the end of April.

Prices were dismally low, meal having joined oil in the cellar.

In Southeast Alaska the operators who ran last year on the 15c per bbl. guaranteed floor-price plan — with more if made—are reported to have allowed the notice-of-intent-to-reopen-the-contract date to pass without comment. In other words, they accepted the same deal for 1950, if they operate.

Report has it that the Alaska Fishermen's Cooperative plans to take the floating plant *Pacific Rim* to Prince William Sound this season, rather than to operate her again at New Port Walter, in view of the limited quota for the Southeast Alaska herring district.

Astoria Gets Frozen Yellowfin Shipment

A parcel of 130 tons of frozen Yellowfin tuna from Central America was unloaded at Astoria late in March by the Grace Line vessel *Gunners Knot*.

The shipment was made to the Van Camp Sea Food Co.

"C. A. Thayer" Sails For Bering Cod Banks

Capt. J. E. Shield's veteran codfish schooner *C. A. Thayer* was prepared to leave Puget Sound about April 10 for another voyage to Bering Sea, after overhaul at the Lake Union Drydock, loading salt at the Leslie wharf in Seattle, and taking on supplies and crew at her station at Poulsbo. As last year, she is commanded by Capt. Edward Shields, son of the owner.

Mr. Shields denies press reports that this will be her last voyage—at least no definite decision to that effect has been reached. The *Thayer* has been in service some 55 years, most of that period in the codfish trade; and her catch record of the last few years indicates that she is still "going strong."

MONTGOMERY PHISTER, vice president, Van Camp Sea Food Company, and secretary, Pacific Fisheries Conference —a cigaret smoker—was forced to go to cigars in February, when his daughter, living in Georgia, presented him with his first grandchild, a daughter. The cigars however, were for distribution among his friends.

FRANK WRIGHT, manager of the Pyramid Fisheries Co., Seattle, made a pre-season visit to the company's cannery at Sitka during early April.

Terhune Is Ticketed For Alaska Sub-Chief

Reports in Washington indicate that Hugh W. Terhune of the Fish and Wildlife Service staff is slated for assignment as assistant chief of the Alaska Branch of the Service. As such he would succeed Howard Baltzo as assistant to Seton Thompson.

Mr. Terhune is known in Alaska. When the halibut allocation program went sour late in the war period, Mr. Terhune was rushed-in as trouble-shooter. For several years he has been in charge of the Philippine Fisheries Rehabilitation Program, now on the verge of winding-up.

Although Mr. Terhune spent 12 years in government service in Alaska, it was in the wildlife branch and not connected with fisheries. From 1924 to 1927 he was a U. S. game warden in Alaska; and from 1927 to 1936 was executive officer of the Alaska Game Commission. Subsequently for a time he was in charge of a wildlife refuge in Arkansas.

His latest assignment was in charge of the Philippine fishery program.

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PENNSYLVANIA MOTOR OIL

FREEDOM-VALVOLINE OIL COMPANY—Seattle, Portland, San Francisco and Los Angeles

Tuna Cannery Building At Guaymas, Mexico

The first project to can tuna along the mainland west coast of Mexico—excluding the Cape San Lucas plant on the peninsula of Lower California—is under development at Guaymas, Sonora. Empacadora del Golfo de Cortez, S. A., an associate concern of Productos Congelados, S.A., shrimp freezers will soon have a complete plant completed and in production.

Principals in the tuna-packing plant are Hernando, Ernesto and Arturo De Cima, Alberto Cubillas and Angel Diego. Antonio Riveira will be manager. Equipment for the canning was supplied by Harry Reed, United Sales & Engineering Company, Los Angeles.

To supply raw material the company has purchased the 68′ steel tuna clipper *Coral Ann,* which is powered by a D17000 "Caterpillar" diesel, and has two 65-hp. "Caterpillar" diesel-generating sets for auxiliaries. The clipper can refrigerate and stow 60 tons of tuna.

Productos Congelados is housing its newest venture in a new building adjacent to the shrimp freezer. It will have a capacity of 20 tons daily received, and process 750 cases daily, of ½-lb. round cans. All production will be for domestic consumption.

Stainless steel is largely featured in the new plant of which the equipment consists of two single cookers, 18′ long each; two 48″ diameter retort with Harris Quick-Opening safety doors; two sets of Foxboro recording instruments; a tuna cutter; oiling system with salter; 1400 wire fish baskets.

The 50′ packing table is all of stainless steel. Completing the equipment is a Harris Universal exhaust box, 45′ long, a double-dip can washer, and two Continental Can sealers.

Longshoremen's Fish Union Signs-up With Milnes

First cannery contract to be won by Juneau Local No. 16, International Longshoremen's and Warehousemen's Union, was signed with The Anchor Fish Co., operated by Don Milnes, with a small floating cannery.

The plant will be berthed at Juneau, picking crab and shrimp. Piece work rates set by the contract are 12c per lb. for crab meat and 24c for shrimp.

The I.L.W.U. fish union stems from the former Food, Tobacco and Agricultural Workers Union, which was ejected by the C.I.O.

Howard Nibecker Visits Linen Thread Officials

In March, Howard A. Nibecker, West Coast of Mexico distributor for The Linen Thread Co., Inc., visited with the company's vice president, Sam Barbour, in Paterson, New Jersey. While in the East, Mr. Nibecker spent some time at the company's Baltimore mill getting a real insight on how the popular Gold Medal netting is made. Upon his return to the West Coast, Mr. Nibecker then conferred with John E. Richardson, Pacific Coast manager, in San Francisco.

Port Ashton-San Juan In Joint Operation

Because of cutting of the Prince William Sound season to 12½ fishing days, and other adverse factors, C. F. Johnson of the Port Ashton Packing Corp. announces that the Port Ashton salmon pack will be made through joint operation in the nearby plant of the San Juan Fishing & Packing Co. at Port San Juan.

This arrangement applies to salmon only. Whether the Port Ashton plant will operate on herring this season, Mr. Johnson says, is still uncertain, and will depend largely on the price of raw herring.

"Squeaky" Anderson Raised To Rank of Admiral

Carl E. Anderson, president of Alaska - Seldovia Packers, Inc., known throughout the industry and the naval service as "Squeaky" Anderson, April 11 was promoted from commodore to rear admiral in the United States Naval Reserve.

During the war he rose from lieutenant commander to captain, and went on inactive duty with the rank of commodore, now advancing to flag rank, rarely held by any not graduates of the Naval Academy.

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MARINE LINES

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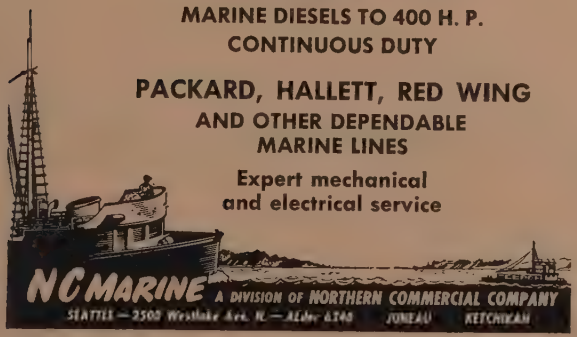

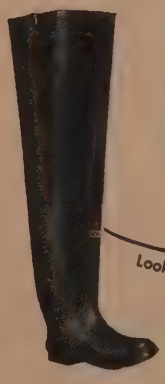

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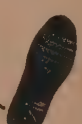

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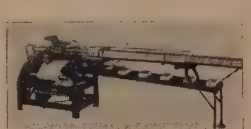

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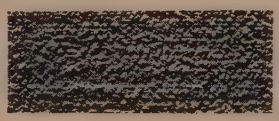
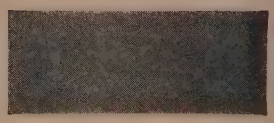


Photograph of 'NOSKID' (unretouched) note the granular surface that will even grip a wet sneaker.



In contrast note the smooth surface of conventional deck paint. It is bound to be slippery.

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AGENTS IN EVERY IMPORTANT PORT

3 Fishermen's Cooperatives In B. C. to Combine

Amalgamation of three British Columbia fishermen's co-operative associations will be completed this spring. It is hoped to have the new organization incorporated about May 1.

United Fishermen's Co-operative Association is joining forces with Kyuquot Trollers Association and the Sointula Fishermen's Association.

The three organizations, although with similar objectives, have been operating independently in the past, but union has been under discussion for some time, the argument being that economic benefits would result from a joint operation.

The Kyuquot group has had its head office in Victoria, and Sointula on Malcolm Island where there is a large Finnish settlement of fishermen who have been operating co-operatively for years. United has its head office in Vancouver.

Under the new setup there will be a new name applying to the consolidated organization, which will have its head office and branches in Victoria and Sointula.

About 5,000 members are affected, most of them being at present members of the United group.

Seldovia Concerns Merge

Capt. C. E. Anderson, head of several Seldovia fishery enterprises, returning to Seattle early in April after a fortnight in Alaska, announced that the freezer business formerly conducted as Seldovia Fisheries, Inc., has been merged in the Alaska Seldovia Packers, Inc., of which he is president.

After a week in Seattle Capt. Anderson went north for the season, and Capt. J. A. Rasmussen, manager of the freezer, proceeded to Seldovia about the same time to prepare for the halibut season.

Japanese Fishermen Resist Purse Seiners

Coastwise fishermen of Kyoto Prefecture, Japan, have resisted bitterly incursions of "American style" purse seiners in their fishing waters, with the result that Japan's new fleet of these vessels has kept out of the Sea of Japan this spring. This is according to private advices from Japan the end of March.

At that time mackerel were running heavily around the north end of Kyushu and the purse seiners were reported working them very successfully around Saishu Island in Korea Strait.

1949 ALASKA SALMON ESCAPEMENT

As Evaluated by U. S. Fish and Wild Life Service

Area and District:	*Species*	*Escapement Rating*
BRISTOL BAY—		
Nuchagak	Red	Very poor
Kvichak	Red	Poor
Naknek	Red	Very poor
Egegik	Red	Good
Ugashik	Red	Good
PENINSULA—		
Port Moller	Red	Poor
South Side	Red	Good
	Pink	Good
	Chum	Good
CHIGNIK—		
Chignik Weir	Red	Good
	Coho	Good
Generally	Pink	Very poor
	Chum	Very poor
KODIAK—		
Karluk	Red	Fair
Red River	Red	Poor
Alitak	Red	Very poor
Afognak	Red	Fair
Mainland	Pink	Failure
Generally	Pink	Fair
	Chm	Good
COOK INLET—		
Fish Creek	Red	Fair
East Side	Red	Good
West Side	Red	Poor
General	Pink	Poor
PRINCE WILLIAM SOUND—		
West Side	Pink	Fair
East Side	Pink	Fair
General	Chum	Good
COPPER RIVER—		
	Red	Good
	King	Good
	Coho	Poor
YAKUTAT—		
Situk River	Red	Very poor
SOUTHEASTERN—		
Icy Strait	Pink	Excellent
	Chum	Excellent
Chichagof, W.	Pink	Fair
Baranof, W.	Pink	Poor
Pr. of W, W.	Pink	Fair (a)
Chatham Strait	Pink	Very good (b)
Frederick Sd.	Pink	Excellent
Stevens Pass.	Pink	Excellent
Sumner Strait:		
Anan	Pink	Good
Bradfield	Pink	Good
Mainland	Pink	Fair
Snake Ck.	Pink	Excessive (c)
Pt. Baker, W.	Pink	Very good
Clarence Strait:		
Ernest Sd., No.	Pink	Very good
Ernest Sd., So.	Pink	Fair
	Chum	Fair
Southern	Pink	Excellent
	Chum	Good

(a) "Excellent" at Klawock and Hunter Bay.
(b) "Excellent" at Tenakee.
(c) Accompanied by notation—"Overcrowding" desirable for research.

By-Products Markets Show Serious Weakness

Fish meal has joined fish oil among the market invalids. Where last year fish meal was fairly firm, serving to support its hand-in-hand product, this year both are weak and ailing.

As presstime sardine meal was being quoted in Los Angeles at $143 to $146.50 per ton, 65% protein, or $2.20 to $2.25 per unit of protein.

Tuna meal on the Los Angeles market was quoted at $129 to $132 per ton of 60% protein, which is $2.15 to $2.20 per unit.

Herring meal from British Columbia was valued at the same level, quoted at 154 for 70% meal, a unit price of $2.20.

Groundfish meal in New England was commanding $2.55 per unit of protein.

Sardine oil was about the same as last year, with Los Angeles at presstime reporting 7¼c per lb. bid and 7⅜c asked. Tuna oil was quoted at 4½c bid and 5c asked.

Salvatore Padre, combination boat owned by *SAL PIAZZA*, San Francisco, has been equipped with a new model Submarine Signal Fathometer, purchased from the Thomas A. Short Co.

Freezership Operation Finds "Excellent" Fishing

With the freezership *Tinian* reported to be filling rapidly off Costa Rica waters, where tuna seining was reported "excellent," the Columbia River Packers Association sent its *Saipan* to sea March 25 for a load.

Whether she can reach the Costa Rica station before the *Tinian* fills and heads for home was somewhat uncertain, as she was said to be producing heavily. When she departed it was planned to put the *Saipan* on drydock at San Pedro for hull cleaning. She was commanded out of Astoria by Capt. John Bez.

Each of the vessels will carry approximately 1,100 tons of frozen tuna. Five or six seine boats are delivering to the C.R.P.A. freezerships.

GAY ELLIOTT, manager of the wholesale department of the Nordby Supply Company, Seattle, has recently been made secretary of the company according to *LYNN MILLER*, manager. Mr. Elliott's new duties will bring him in direct contact with all the companies activities and with the direct sale of the many lines handled by the Nordby Supply.

Painted with ATLAS—of Course!

The "Vera M" (renamed the "Starcrest") is the 124th vessel built by the San Diego Marine Construction Company in the last 35 years.

Like so many of her predecessors, this proud new tuna clipper is painted, bottomside, topside and inside with Atlas Marine Paints—Atlas Gold Label Copper Compound, the longest lasting protection for wooden bottoms against marine parasites — Atlasheen, the most durable protection for topsides and insides — and Atlaspar — the most economical varnish for marine use.

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Phone ELiot 6890
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The new 110-foot tuna clipper "Vera M" built to the account of Capt. Oakley J. Hall, president Star & Crescent Boat Co. —and said to be one of the finest fishing vessels in these waters.

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STANDARD has served the fish industry for more than 40 years. STANDARD plants are practical. They are built to make profits for their owners.

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Reefer King Sails For Crab

Fitted for a new role—that of King crab packer—in addition to its normal function as a freezer of Bristol Bay salmon, the 148' freezership *Reefer King* sailed from Seattle just before the end of March for the crab grounds along the Alaska peninsula, north and south.

The *Reefer King* was modified for this new function by the construction of a shelter over the after deck, where the King crabs delivered by fishing vessels will be cooked and the meat shaken from the legs for freezing in the vessel's refrigerated department.

John Lowman is skipper of the vessel, which is owned by Sam Rubinstein, William D. Suryan and George Kearney.

Reefer King will be supplied with crabs by the Luketa-owned draggers *Paul L.* and *Sunbeam,* with one or two other vessels to be added.

After working the good crab fishing of the late spring and early summer, *Reefer King* will move into Bristol Bay with the opening of salmon fishing there and, taking salmon from gillnet boats and setnetters, will put up a pack of frozen salmon for subsequent canning.

An interesting innovation in connection with her equipment was the installation of a small Bludworth echo-sounder in the monkey boat serving the operation. This is designed essentially for use in piloting the *Reefer King* in the shallow harbors and channels of the Bristol Bay region. While the freezership is of course equipped with sounding instrument, it is planned to send the monkey boat with its sounding gear in advance of the freezership into the shallow bays and uncertain channels.

H. P. Christian Heads Oldest Tuna Firm

Southern California Fish Corporation, Terminal Island, oldest established tuna packing in the industry, has a new president in H. P. Christian, who is also president, Pacific Coast Fibers, Inc., Los Angeles. Mr. Christian took over his new duties, March 10. Larry Holland, vice president, planned to accompany the new president to Chicago for the N.F.I. convention.

Coincident with naming a new head, following the recent resignation of Ken Breitenstein, Southern California Fish Corporation, announced plans for an aggressive advertising campaign on its top tuna label, "Blue Seal," into additional sales markets in the national field. One new feature was a television program for Southern California.

Anticipating increased sales, the firm will gradually increase the capacity of this pioneer plant by additional equipment, and also will increase its contract tuna fleet.

STANLEY COCKS, Union Fish Co., San Francisco, is back at his desk after a flying trip to Honolulu, and the outer islands.

Canadians Want Treaty Stretched Over Pinks

British Columbia fishermen want the International Pacific Salmon Fisheries Commission to have authority over Pinks as well as Sockeyes in their area of jurisdiction.

When the United Fishermen and Allied Workers held their annual convention in Vancouver, B. C., recently, they passed a resolution to that effect, the claim being made that during the past two seasons American fishermen had taken more than double the number of Pinks caught by Canadians in the waters under the Sockeye commission's control. It was contended that a more equal division of the catch could be effected only through regulation by the commission.

George Miller was re-elected president of the union, retaining an office he has held since the organization's inception six years ago.

First vice-president H. Steve Stavenese was also re-elected. He is a herring and halibut fisherman. Second vice-president is P. Jenewein, replacing H. Smith. He is a gillnet fisherman and an executive member since the union was formed. Business Agent Alex Gordon was re-elected.

Others were elected as follows to the general executive board: W. Rigby, research director; T. Parkin, shore workers organizer; O. R. Hannah, troller, A. Neish, troller, Eva S. Vaselnak, shoreworker, and M. Galway, gillnetter; D. Lizzul, seiner; J. Wilks, troller, R. Payne, long-line and troll; D. Cordoni, gillnetter; M. J. McDonald, tenderman; A. Whiting, halibutter; C. Nelson, tenderman; R. Cosulich, gillnetter; A. Kaario, gillnetter; Elsie Pearce, shoreworker.

Ask Offshore Treaty Control

Another resolution instructed the incoming executive to take "all necessary steps" to have the international salmon treaty amended to cover all varieties of salmon where the Canadian and United States fleets operate jointly in offshore waters.

Controlled fishing operations beyond the three-mile limit by the Canadian government was also urged. Relaxation of fishing in the waters of Johnstone Straits so that the area would be open to net fishing to the same date as the Fraser River and Qualicum areas was suggested, and in another resolution sale of fish caught by sports fishermen in areas where commercial fishing has been prohibited was criticized.

Division of the Fraser River Sockeye and Pink catch between gillnetters and seiners according to the number engaged in each fishery was asked, the fisheries department being requested to supply daily catch figures. This was a controversial point last season. If the department is unable to supply this data, the fishermen ask that the boundaries of Area 17 beyond the Sloan Commission be not extended.

A two-year moratorium on issuance of new commercial licenses, and establishment of a Royal Commission to gather "all pertinent evidence as to depletion of B. C. salmon resources" was asked, the recommendation being that the commission should make its examination with respect to advisability of license limitation.

Correction in Bristol Bay Salmon Pack Data

In the Western Alaska canned salmon pack tabulation, page 105 of the 1950 YEARBOOK, the Bristol Bay Packing Co.'s Pederson Point pack is shown as including 8,499 cases of Chums, of which 8,004 cases were indicated as 1-lb. flats. It is now learned that the 8,004 cases of flats were actually Reds—marketed under the Icy Point brand — leaving the Chum pack of this plant only 495 cases of talls.

It's Baker for the "Vera M"

HIGH IN THE NEWS among Pacific Coast fishing circles, the new "Vera M" is exciting plenty of favorable comment. Trim and sturdy, she's a 110-foot tuna clipper built by the San Diego Construction Company for the yard's president, Captain Oakley J. Hall. Like so many famous vessels before her, she relies on dependable, long-lived Baker refrigeration equipment to protect her fare.

DOWN IN THE HOLD, 220 tons of round tuna can be preserved at low temperature by a Baker refrigeration system operating through three phases of chilling. Heart of the installation are the four Baker 3½ x 3½, 4-cylinder ammonia compressors shown above. Each is powered by a 10 h.p. motor and mounted in an amazingly compact arrangement that is a model for space-saving efficiency. P-2

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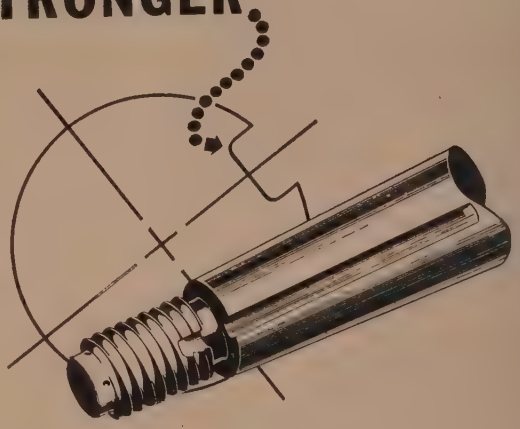
FILLETED KEYWAYS MAKE TAIL SHAFTS STRONGER.



Your propeller shaft's weakest point is at the sharp, square corners in the bottom of the keyway. But merely by *rounding* these corners...machining them to the correct radius during milling of the shaft keyway...you get a safer, stronger shaft.

To get full information and machining instructions on this important development, write for INCO's new booklet: *"How to Get the Most From Your New Monel Shaft."* It lists the correct fillet radius for each size shaft to 8 in. diameter and tells where to get cutters for milling filleted keyways.

And here's something to remember when buying or replacing a propeller shaft...

Shafts made of MONEL* are running up remarkable service records in many of the nation's busiest fishing fleets. Fleet operators report substantial savings in repair bills because of MONEL's high strength and resistance to corrosion.

If you want a shaft that is rustproof, corrosion resistant, tough, and actually stronger than structural steel... make sure your next one is made of MONEL, the Seagoin'* metal.

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"It's the SEAGOIN'* metal"

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EMBLEM OF SERVICE INCO

Pacific Purse Seiners Elect Arthur Edwards

Pacific Coast Purse Seiners Association in April elected Capt. Arthur Edwards, master of the seiner *Marconia,* as president. He succeeds Capt. Harold Anderson.

Vice president is Capt. Mike Castelan of the *Corregidor;* and Capt. Conrad Ness of the *City of Seattle* is secretary. Newly elected trustees are: Capt. Chris Pedersen of the *Invader;* Capt. Anton Ancich of the *Anna A;* Capt. Ashjorn Andersen of the *Vashon;* Capt. Ole Edwards of the *J. B. Edwards;* Capt. Dan Forseth of the *Harmony,* and Capt. Olaf Matheson of the *J. O. Edwards.*

Pacific Pearl Project Stymied by Controversy

The crab canning operation on which Ketchikan has been counting to provide the kind of year-round payroll for which it has been hoping for years was blocked this spring by a labor union jurisdictional struggle, which was continuing at press-time.

Pacific Pearl of Alaska, Inc., in the first couple of months this year installed a modern crab cannery in part of the Ketchikan Cold Storage property. The operation is in charge of R. H. DeCou, and Ivar Wendt, Seattle food broker, is president of the company.

The plant was ready to begin operations this spring when jurisdictional conflict between the International Longshoremen's and Warehousemen's Union, Local 61, and the American Federation of Labor local at Ketchikan blocked the program.

The Grays Harbor crab boats *Jackie Jo, Euna Marie* and *Barbara Lee,* each loaded with crab pots, and all towing a large scow similarly loaded, left Seattle April 8 for Ketchikan, despite the labor difficulty. They took up a total of approximately 1,200 modern crab pots woven with stainless steel wire and fitted with stainless steel bait boxes.

California Congressman On Fish Committee

John F. Shelley of San Francisco, who was elected to Congress to fill the vacancy left by the death of Representative Welch, has succeeded to the latter's seat on the House committee for Merchant Marine and Fisheries.

JOHN SMITH of Metlakatla and Ketchikan, operator of the seine boat *Jackie,* was elected mayor of Metlakatla last week by a landslide vote over *ROD DAVIS,* incumbent.

Here's a handsome, heavy troller, built at Brentwood, B. C., for G. T. Westinghouse of Victoria. She was designed by Edwin Monk and Lorne Garden, Seattle naval architects, and is 42' long with beam of 12' 2", and is powered with a 6-cyl Fairbanks-Morse diesel. Beside the obvious capability of the craft, her trim rigging and trick davits will catch the eye of fishermen.

Acute Crab Scarcity Reported Along Coast

Serious shortage of crabs is reported from virtually all the crab ports of Washington and Oregon, with the vessels finding the poorest return reported since 1944, when production fell for a season to acute scarcity.

Weather interfered seriously with fishing operations, but could not be blamed for the full shortage, as the boats found few crabs in their pots when they could get to sea.

The largest crab canner on the Washington coast reported that the cannery had not operated in April to the middle of the month. What few crabs had been received did not warrant starting the plant and all were sold in the fresh market.

State of Washington biologists reported that their examinations disclosed a very small age class due to reach commercial size this season.

Early Mackerel Fishing Gives Record Yield

Mackerel fishing off Southern California, mostly by purse seiners, produced 11,500 tons for the first three months of the year. This was 6,500 tons ahead of the same period in 1949. Cases produced to April 1 were 193,898 and for the corresponding period 98,482.

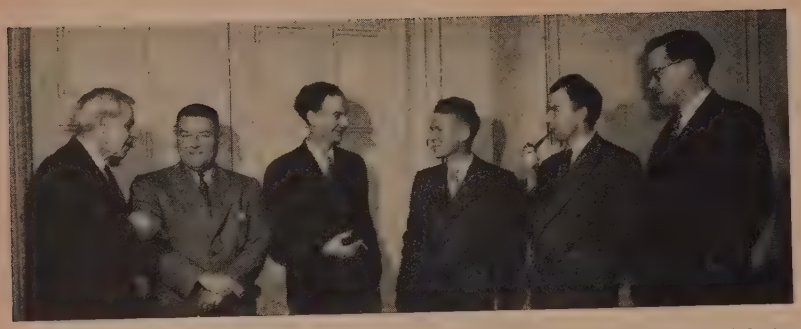
The year started off slowly, whereas last year tonnage was heavy in January. However, in February, with the earlier closing of the sardine season, mackerel catches were 6,657 tons, probably one of the greatest early-season fares of mackerel in history. March continued good, but in reduced volume, 4,228 tons.

Jack mackerel was in greatest supply, this noted particularly in February, when only 37 tons of Pacific was delivered. Raw price remained steady: $50, Pacific; $40, Jack.

Peru's Tuna and Bonito Pack About 500,000 Cases

PACIFIC FISHERMAN has received estimates fixing the 1949 pack of tuna and bonito in Peru at approximately 500,000 cases, most of which would be marketed in the United States.

The pack in 1948 was 355,000 cases, and 1949 estimates put the total around the half-million mark.



Some Canadian fisheries operators and government and university officials interested in fisheries research are shown here during a recent session in Ottawa, where the Fisheries Research Board had its annual meeting. Left to right—Dr. A. G. Huntsman, consulting director; R. E. Walker, vice-president, B. C. Packers, B. C.; Dr. D. L. Thompson, McGill University, Montreal; Dr. Neal M. Carter, director, Pacific Experimental Station, Vancouver; Stewart Bates, deputy minister of fisheries; K. F. Harding, general manager, Prince Rupert Fishermen's Co-operative, Prince Rupert.

CANADIANS WANT SAFEGUARDS ON THEIR OCEANIC INTERESTS

Measures to safeguard the Canadian fishing industry were urged on the Ottawa government as a result of the recent annual meeting of the Fisheries Council of Canada in Ottawa.

Resolutions were passed at the meeting requesting the Canadian government to:

1. Protect the interest of the Canadian industry in respect of jurisdictional claims in the international waters of the Atlantic and Pacific Oceans.

2. Confer with provincial governments to prevent needless destruction of fish life which might be threatened by hydro development.

3. Encourage railways to build and place in service cars capable refrigerated delivery of fish to all North American markets.

4. Encourage development of the most efficient and economical type of fixture for the display and vending of fishery products.

5. Press toward a full implementation of the program of conservation, research and rehabilitation of the salmon runs of the Pacific coast which was urged upon the government in 1945 and subsequent years.

Haines Office Moved

The Haines Packing Co., which for many years made its Seattle headquarters at the offices of P. E. Harris & Co., has moved to 752 Dexter Horton Bldg. (phone MUtual 1314). The company, operating at Letnikof Cove, Alaska, is owned by E. M. Brennan, vice-president and manager of P. E. Harris & Co., and his sons. The move follows transfer of the Harris properties to the new corporation, P. E. Harris Co., Inc. The Haines plant is preparing for operation on about the same basis as last year, with Al Dano continuing as superintendent.

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Enterprise Processing Equipment, backed by more than 62 years of engineering and manufacturing experience, has been developed to operate with utmost dependability and to produce uniform processed material of desired quality. Enterprise engineers, who have planned leading fish reduction plants throughout the world, are nearby to serve you well. Before you build, expand or remodel, write for engineering analysis and recommendation, with detailed information on Enterprise products.

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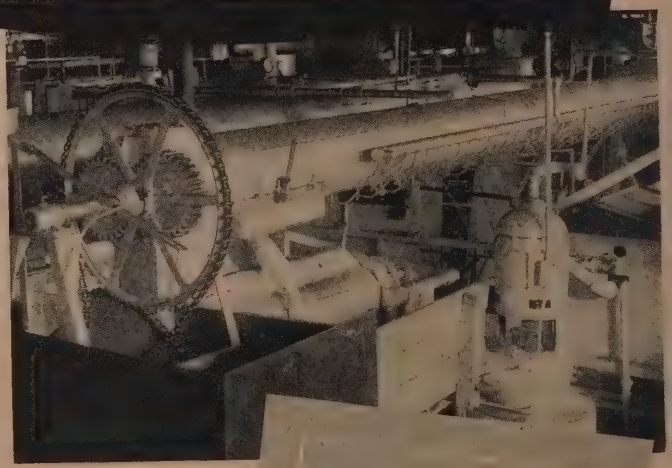

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Jack Tenneson Marries

John T. Tenneson, Jr., secretary and manager of the Columbia River Salmon Co., and associated with his father in the Superior Packing Co., was married to Miss Barbara Bowden in Seattle March 25.

Following a wedding trip through the East, Mr. and Mrs. Tenneson established their home in Astoria late in April.

Dr. Hart Succeeds Foerster at Nanaimo

Dr. J. L. Hart, for several years assistant director of the Pacific Biological Station at Departure Bay, Nanaimo, B. C., has succeeded Dr. R. E. Foerster as director.

Announcement of his appointment was made during the formalities accompanying the formal opening of the new $250,000 laboratory at the station by Canadian Fisheries Minister R. W. Mayhew.

Dr. G. B. Reed, O.B.E., chairman of the Fisheries Research Board of Canada, who attended the ceremony, complimented Dr. Foerster and his successor for their excellent record of service. Dr. Foerster has been in charge of the Nanaimo station for the past 10 years.

Mexican Shrimp Imports Slightly Above '49 Spring

Imports of fresh and frozen shrimp from the Gulf of California to the end of March, through U. S. Customs stations of California and Arizona, totaled 7,000,000 lbs., which was somewhat ahead of the January-March period in 1949. The Mexican industry needed another 1,700,000 lbs.

Reports from all along the 1,400-mile shrimp fishing coast from the mouth of the Colorado River to Salina Cruz, in last March and early April were that the yield had slowed down. The season for cast-netting in the bays along the west coast of Mexico closed April 15; open-sea trawling closes July 31. Bays will open again August 25; open water operations on October 1.

CHARLES P. (CHUCK) TURNER, outside superintendent at the Kadiak Fisheries Co.'s Port Bailey, Alaska, cannery for the past 12 years, has been promoted to the post of cannery superintendent, under the supervision of *HOWARD BAILEY*, general superintendent. Chuck succeeds *GORDON JENKINS*, an old-time Kadiak hand, who has been superintendent for the last 4 years but resigned to go into business on his own account.

Luz Heads Festa

Skipper Manuel Luz, of the steel tuna clipper *Courageous* has been named president of the Festa do Divino Espirito Santo—Feast of the Holy Ghost—annual religious celebration of the San Diego Portuguese colony of tuna fishermen and their families. The clipper, brilliantly lighted, is anchored off the Point Loma colony, and is the focal point of the three-day celebration always held in late May or early June.

Ecuador Releases Clipper

The San Diego tuna clipper *Santa Barbara* was released from custody of the Ecuadorean authorities at Seymour Island, in the Galapagos Island group in late March, and proceeded to her home port, according to an announcement by Westgate-Sun Harbor Company.

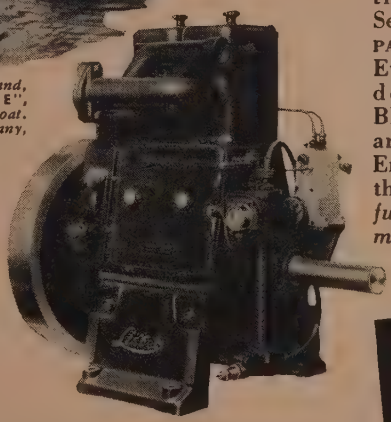
The vessel, with a 250-ton tuna fare aboard was held in port through a misunderstanding when she put in to clear for the homeward voyage whether permits issued for the "area of vigilance" are good for 45 or 90 days. Dr. Bolivar Oquendo, Ecuador consul at San Diego cleared up the matter and wired instructions to release the clipper.

Outward-bound for Unimak Island, Alaska! CANNERY TENDER "AMELIE", *combination fish-carrier and towboat. L.O.A. 87'. P. E. Harris & Company, Seattle, owners.*

"AMELIE'S" KNOW-HOW: *Skipper Alf Larsen; Engineer Lee O. Fulk.*

ALASKA 'Gold Rush' -1950

DESTINATION: ALASKA. *Salmon — gold nuggets of the sea!* And there's no prospector's risk to the profitable operation of Seattle's P. E. HARRIS & COMPANY'S cannery tender "*Amelie*". Every year she's a sure-shot to deliver. So is her Lister-Blackstone Auxiliary. Performance-praise from her Chief Engineer, C. E. Fulk, is right to the point: "*The engine has given full satisfaction, with a minimum cost for repairs and maintenance, very economical cost for fuel*".



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Japanese Fisheries Director Is Fired

Summary discharge of Tahei Iiyama, chief of Japan's Fisheries Agency, by Kotaro Mori, minister of agriculture and forestry, has aroused the fisheries industry of Japan, according to private advices received by PACIFIC FISHERMAN direct from Japan.

Mr. Iiyama was recommended for the position by the businessmen of the industry. He had been on bad terms personally with the minister for some time, but had refused to resign.

Congress Bloc Calls For Russian Crab Curb

Demand that he exercise authority already granted by law to stop importation of Russian canned crab was made of Secretary of the Treasury Snyder in April by a bloc of Republican congressmen: Norblad of Oregon, Scudder of California, Mack and Tollefson of Washington, Miller of Maryland, and Nelson of Maine.

They cited that in the previous month 59,000 cases of Rusian crab, valued at $3,000,000, had been imported; and that the Russians were offering for sale an additional 400,000 cases.

They accused Russia of "dumping products of slave labor into this country," and said "imports of this type can be, and are probably used to finance the espionage activities that the Communists have undertaken in this country."

Oregon Commissioner Named

Don Ellis of Garibaldi, Oregon, was appointed to the Oregon Fish Commission the first of April, succeeding the late D. M. Kyle of Florence, who died in office.

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- Fancy Oregon Crab Meat
- Fancy White Meat Tuna
- Fancy Solid Pack Tuna
- Fancy Blueback Salmon
- Fancy Shad Roe

Washington Plugs Leak In Smelt Taxes

An order affecting interstate movements of fish and shellfish was issued recently at the end of January by the Washington department of fisheries.

It provides that fish caught in that state shall not be shipped outside until they have been cleared through a fish dealer licensed to do business in Washington.

Specifically, smelt taken in the tributaries of the Columbia River must be registered on official fish receiving ticket books for taxation purposes before being moved to Oregon markets. The provision does not, however, apply to the concurrent or mainstream waters of the Columbia.

Director Alvin Anderson said that in the past Oregon fishermen operating in Washington streams have landed their catch in Oregon, thus evading the Washington catch and privilege taxes.

Several Seattle boats installed Kelvin-White compasses recently. *LEONARD SHROCK* reported 6" compasses on the *Commando, Einer Telnes; Brisk, Nels Farstad; Kristine, Konrad Uri; Karen T, Severin Tynes,* and a 5" one on the *Cape Cross.*

Small-Can Sardine Filler Being Developed

Neptune Process Machinery Co., Monterey, has been experimenting with the manufacture of a machine for automatically packing 8-oz buffet and 5-oz. round "jitney" cans of sardines. It is stated that to be completely successful, these machines must get fish that are uniform in size.

Three Neptune Process automatic packing machines for 1-lb. tall cans of fish have been installed at the Custom House Packing Co., Monterey. A number of these Neptune Process automatic packing machines have been sold to South African fish canneries.

A 5' scale model of the tuna clipper *Excalibur,* recently built by Avondale Marine Ways, New Orleans for San Diego owners, has been built and presented to the skipper, *AVA GONSALES* by *JOHN A. MARTINOLICH,* father of *ANTHONY MARTINOLICH,* president, Martinolich Shipbuilding Company. The builder, now retired from shipbuilding activities, spent 90 days on his project, which was so complete it even had a propeller powered by a battery-driven motor.

Van Camp Sells Three Surplus Craft

Van Camp Sea Food Company, Terminal Island, which purchased four navy net tenders after the war in prospect of using them for a fleet of refrigerated tuna motherships, has sold three of them to a Seattle firm for towing to the Puget Sound. The fourth, converted to a mothership and named *Spicewood* has been operated by the company in its operations from Puntarenas, Costa Rica, Los Angeles harbor and Astoria.

Klepser Handles Nordby Store at Ketchikan

M. J. Klepser, secretary and assistant manager of Nordby Supply Company, Seattle, has been appointed resident general manager for the Nordby company in Ketchikan, Alaska. He has been associated with the firm eleven years.

Mr. and Mrs. Klepser, accompanied by their son Frank and daughter Mary Jo, departed for Alaska recently aboard the steamship *Baranof.*

Fishing For FACTS!

Consolidated Steel Tuna Clipper "Lou Jean," equipped 6 1/8" Cutless bearings.

Soft Rubber Water Lubricated

It is an established fact that water lubricated CUTLESS rubber bearings outwear all other bearings. This fact has been proven time and again by years of service on all types of fishing vessels. For long dependable service, quiet operation, and reduced maintenance expense the choice is always CUTLESS. Not affected by oil or grease.

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Aluminum Plant Site Still Not Settled

British Columbia's minister of lands and forests, Hon. E. T. Kenney, told the legislature in Victoria recently that construction of an aluminum plant at Kitimat might or might not affect the wellbeing of the Nechako salmon fishery, but there was a lack of scientific data indicating just what the possibilities might be.

Suggested construction of fishways, channel improvements and other work on the Nechako with a view to safeguarding the salmon was unjustified, said Kenney, who admitted that if the Aluminum Co. of Canada chose a site in the Chilko-Southgate area the fisheries might be damaged. Kenney said he hoped a favorable location would be found on the Eutsuk-Kimsquit or Tahtsa-Kemano systems where salmon resources were negligible.

A.T.I. "Cook-Chex" Provide Certainty in Retorting

A number of Pacific Coast fish canners—as well as packers in New England—are reported using a novel, and wholly scientific method of making absolutely certain that their products have been given an adequate processing cook.

This is accomplished by using "Cook-Chex" tags, developed by the Aseptic-Thermo Indicator Co. of Los Angeles. These tags, on which batch and retort numbers may be noted, carry a purple spot, which turns to green only under the combined effect of temperature maintained for the required time. (The composition of the pigment may be adjusted for the cook indicated for different products.)

The tag is fixed to one of the coolers or retort baskets by means of a small aluminum holder; and retortmen as well as warehousemen and label crews are instructed that no baskets or retort cars are to be passed to labeling unless they carry a tag with a green spot.

Pacific fish canners using this system include: G. P. Halferty & Co., Seattle; F. E. Booth Co., Inc., San Francisco; Dayville Packing Co., Seattle; Van Camp Sea Food Co., San Diego; Westgate-Sun Harbor Co., San Diego; San Diego Packing Co., San Diego; Pan Pacific Fisheries, Terminal Island; High Seas Tuna Packing Co., San Diego.

Newly Equipped "San Marcos" Prepares for Sharking

Scheduled to operate next at Clipperton Island, off Mexico for male white tips, the converted shark vessel, *San Marcos* was at Terminal Island in late February for complete overhaul, structural changes and new equipment. Robert Walsh is now in command of the former 104' ARP vessel, which is driven by a triple installation of General Motors Series 671 diesels, with 3:1 Western gears.

New equipment added was a 1,000-fathom "Fathometer"; a 20' dory powered with a Wisconsin air-cooled motor; and Freon refrigeration. A sharp freezer of 100 cubic ft. capacity and a holding room, 300 cubic ft., zero temperature has been built. Also added is a Robotmaster automatic pilot.

At the stern are two butchering tables, canopy covered, to which water is piped for cleaning. Shark operations are by long line.

High Seas, a 38' combination has been repowered at Wilmington by H. G. McKinney Company, with an unusual Nordberg installation. The new plant is a Model 4FS1 diesel, 1-cyl. The boat is owned by *WALTER FICKEN*, Orange, California.

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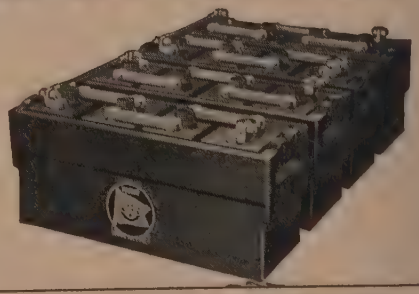

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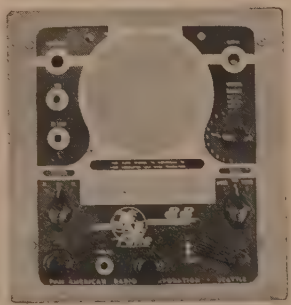

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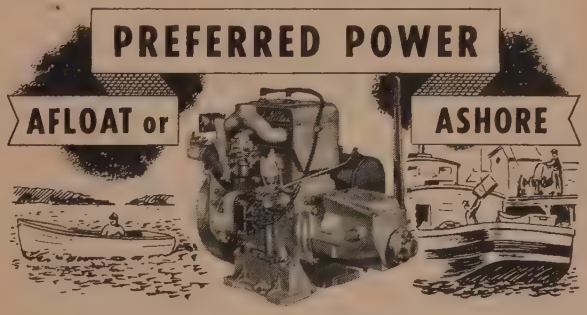

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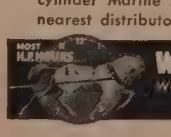
4-cycle single-cylinder, 2-cylinder, and V-type 4-cylinder models, 3 to 30 hp. . . . 4, 5.8, 7½ hp. single-cylinder and 13 hp. 2-cylinder Marine Models. Write for Bulletin S-116 and name of nearest distributor.



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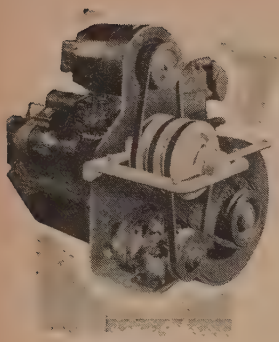

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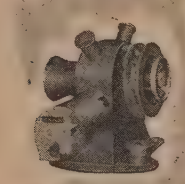

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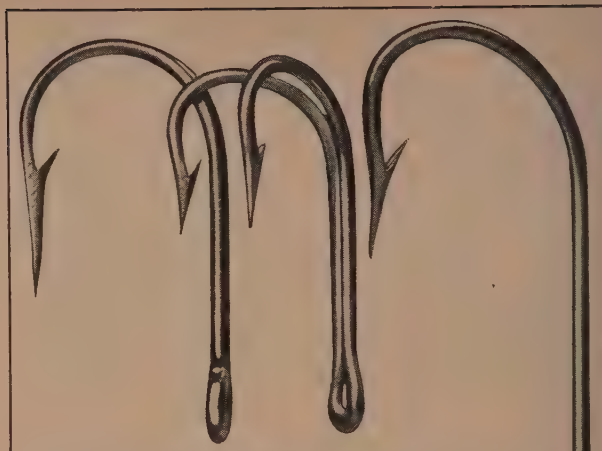

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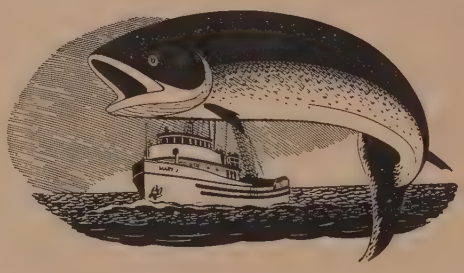

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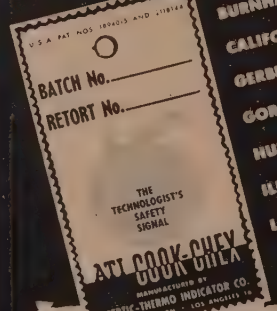

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Veteran Paladini Dragger Gets New Series Diesel

A 22-year old veteran of the rough trawling waters of the northern California coast came in to port last month and received a new lease on life that will probably keep her fishing 22 more years.

The craft is the *Catherine Paladini,* otter trawler owned by A. Paladini Inc., northern California wholesale fish producer, and the "new lease on life" is a brand new "Caterpillar" diesel, Model D375, eight-cylinder, 5¾x8, 270 continuous brake horsepower at 1200 r.p.m. on the crankshaft.

The engine was purchased from the Thomas A. Short Co., San Francisco, marine distributor of "Caterpillar" engines, and it was installed at the yards of the Sausalito Shipbuilding Co., Sausalito. This is thought to be the first engine of this new "Cat" series ever installed on a fish boat in California and possibly on the Coast.

It is fitted with Snow & Nabstedt 4-1 reverse and reduction gears, and a Twin Disc 3-1 front power take-off on the front end of the engine. The engine is equipped with an air starting motor, and Snow & Nabstedt pneumatic reverse gear controls. The engine turns a 65x49 Doran propeller on a 4½" Monel metal shaft, giving the *Catherine Paladini* a speed of about 9 knots. She can carry about 30 tons of fish.

Capt. Axel Bjork, master of the *Catherine Paladini* for the past 15 years, looks at the new "Caterpillar" D375 marine diesel engine, and its Snow & Nabstedt 4-1 reverse and reduction gears.

Twenty-two-year old veteran trawler *Catherine Paladini,* owned by A. Paladini Inc., San Francisco, surges through the waters of the bay, on her trial trip after being repowered with a "Caterpillar" D375, 270 continuous brake hp at 1200 rpm. The engine is fitted with a Snow & Nabstedt 4-1 reverse and reduction gears, and a Twin Disc 3-1 front power take-off.

In her engine room are Exide batteries, and an Atlas Imperial gas powered generator set, as well as a Kohler electric light generating set.

There are accommodations for five men on the *Catherine.* In her pilot house is an Ets-Hokin & Galvan 25-watt radio-telephone, and a Submarine Signal Co. Fathometer.

Skipper of the *Catherine Paladini* is Capt. Axel Bjork, and he has been master of her for the past 15 years. Capt. Bjork has fished in Alaska, worked on Alaskan cannery tenders, and has worked for the New England Fish Co., but for the last seven or eight years, he has been full time skipper of the *Catherine. Catherine Paladini* was built by Pacific Dry Dock & Repair Co., Oakland. She is 73 feet long, and for many years she was used as a double dragger.

In one of the biggest weddings ever held in San Francisco, two members of well known fishing families were united last month. The bride was Miss Nadine Aliotti, daughter of *SEBASTIANO ALIOTTI,* skipper of the purse seiner *Sea Star,* and Mrs. Aliotti, and the groom was *ALBERT SPADARO,* son of *VINCE SPADARO,* skipper of the purse seiner *New Rex,* and Mrs. Spadaro. Following the wedding a dinner party for 350 people was held at Joe DiMaggio's restaurant at Fishermen's Wharf. Later there was a reception for still a larger throng of guests at California Hall. Albert is a crew member of the *New Rex.*

Herring Industry Advisory Group Works With FAWS

Naming of an Alaska herring industry advisory group to discuss the regulation of that fishery with the U. S. Fish and Wildlife Service in advance of regulation-making resulted in March from the trip to Washington of Laverne Wakefield, president of the Alaska Herring Packers Association, and Bradley Dalton, manager of the Alaska Herring Skippers Association.

The advisory group, which is to be known as the Alaska Herring Commission—although of course it has no official status—is composed of three packer representatives, three skippers, and Mr. Dalton as secretary. Jack Storfold, one of the packer representatives, is chairman.

Other members are: Jens Jensen of Oceanic Fisheries Co., and Mr. Wakefield of Wakefield Fisheries, operators; Capt. Ragnor Jensen, Capt. A. M. Hegerberger and Capt. Ed Hansen, skippers.

In Washington Mr. Wakefield and Mr. Dalton urged the Fish and Wildlife to set aside $330,000 for biological investigation of the Alaska herring in fiscal year 1950.

T. E. KELLEY, who had been associated with the feed department of the Wilbur-Ellis Co., New York office for three years, announced in March his association with E. F. Drew & Co., Inc., New York, as manager of their newly-formed feed department, handling marine and other protein meals.

Westgate-Sun Harbor Improves Monterey Plant

A substantial modernization program designed to enlarge the sardine capacity of the Monterey packing plant of Westgate-Sun Harbor Co. is expected to be completed about August 1. The plant was purchased recently by Westgate-Sun Harbor Co. Formerly owned by Sun Harbor Packing Co., it was not included in the recent merger of the two firms.

Jack Crivello, executive vice-president of Westgate-Sun Harbor Co., said:

"The extensive work planned for enlarging facilities will require several months to complete but should be ready for the 1950-51 season beginning August 1. This program is part of a long-range plan to expand operations in the Monterey plant."

He said there would be no change in the management. Paul Jepson will remain as manager and Jow Miller is being retained as plant superintendent. Ray Bentley of Universal Canning Machinery Co. has been retained to engineer the new installations.

Eureka Men Market Smoked Sablefish

New phase of the commercial fishing business appeared at Eureka recently when Earl McCarty, owner of the big dragger *Sunward,* and Charles "Chuck" Ramsey, disclosed that they have experienced outstanding success in the drying of fish at a smokehouse constructed a few months ago near Bucksport.

Ramsey, who has had considerable experience in the field, states that a sudden heavy demand has developed in the northern European trade for dried and smoked fish. The firm sent several cases of smoked sablefish to Copenhagen, Denmark, not long ago and received both a handsome check and a request for additional orders.

Relative scarcity of sablefish, Ramsey says, is the only thing now holding up wholesale production.

The new concern is marketing its product under the trade-name "Sunward."

Nordby Supply Company, Seattle, has been named distributor for the Coleman line of marine stoves and lanterns. The Coleman Company has long been known for their gasoline stoves and lights.

Anchor Fish Co. Operates Floating Cannery

The Juneau city council recently passed a motion granting permission to the Anchor Fish Company to moor a small floating cannery at the city wharf.

Donald Milnes, president of the company, said the primary operation will be crab packing. Taking second place to this will be the custom-packing of salmon for sportsmen and possibly canning shrimp.

The cannery — "Crosby III" — is now on the gridiron of the town of Pelican, Alaska, and will be moved to Juneau as soon as weather permits, Milnes said.

He returned to Juneau a short while ago from a trip to the state of Washington

New members of the Humboldt Trawlers' Association at Eureka are *EARL McCARTY,* operating the big dragger *Sunward* and *ALBIN ANDERSON,* who runs the *Quest,* both of whom formerly were delivering to Theo Weissich Company. The new fillet room being installed by the organization at the Tom Lazio plant is just about ready to go into operation.

Following an absence of some time during which she was unreported, the troller *Viv* arrived in port at Eureka in mid-January.

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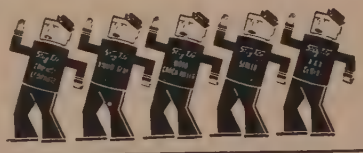

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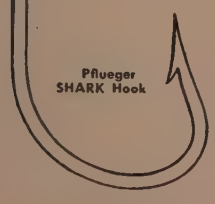

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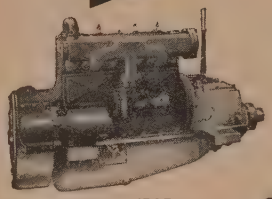

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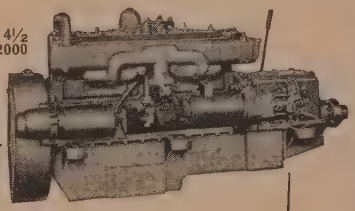

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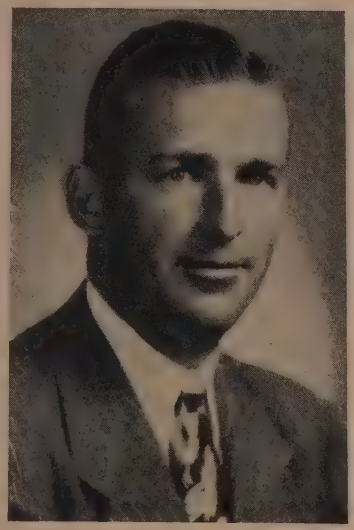

Truman E. Sage, former Western assistant sales manager of "Caterpillar," who has joined the staff of Northern Commercial Co., "Caterpillar" distributor for Alaska.

Caterpillar Promotes F. S. Foster; Truman Sage Joins N. C. Co.

Appointment of Frank S. Foster as assistant sales manager, Western Division of Caterpillar Tractor Co., is announced by H. H. Howard, director of sales. Foster replaces Truman E. Sage, who has joined Northern Commercial Company, Seattle, the company's distributor for Alaska. Gordon J. Fowler, Western Division district representative since 1946, has been promoted to assistant sales manager. Eastern Division, the position formerly held by Foster.

The new Western assistant sales manager is a native of Illinois and a graduate of University of Wisconsin, where he majored in economics. He was chief of the Tracklaying Tractor Section, WPB in Washington, D. C., from 1942-1945, and prior to that had served as secretary-treasurer of Avery Farm Machinery Co. He joined the general sales department of "Caterpillar" in March, 1945, as a consultant; became manager of sales and service division the same year; was named district representative in the Eastern Sales Division in 1947; and in 1948 was made assistant Eastern sales manager.

Mr. Fowler, native of Alabama and graduate of Alabama Polytechnic Institute, joined the company in 1944 as a sales trainee and has since served as district representative, first in the Eastern Division and later in the West.

Mr. Sage joined "Caterpillar" in 1937 and served in the accounting and purchasing departments for eight years before joining the Sales Training Division. He was appointed Western Division district representative in 1946 and became assistant sales manager in the Western Division in 1947.

Cummins Diesel Sales Set-Up Changed in Seattle and Spokane

The Cummins Diesel Sales Corporation has announced a change in the location of Cummins service facilities in Seattle, together with a change in ownership of their sales and service facilities in both Seattle and Spokane. The new Seattle address is 1520 Fourth Avenue South at which place all of the sales and service functions of Cummins will be handled for Western Washington and Alaska. A shop is being set up to handle all service requirements for truck, industrial and marine types of Cummins engines. A complete stock of genuine Cummins parts and engines will be maintained at that address.

Customers in the Spokane area may obtain their parts and service from Cummins Diesel Sales Corporation at South 155 Sherman Street which has been the location for Cummins for some years. Kenney's Cummins Diesel Service at 418 West Wishkah, Aberdeen, will continue to serve Cummins users in the Harbor Area. Sales and service personnel of the previous Cummins dealerships will be available to Cummins users through the new organization. Wm. L. (Bill) Wheeler will act as service manager at Seattle and John Peters will continue as service manager at Spokane. H. M. Dagg and W. J. (Bill) McClure will continue as sales representatives, working from the Seattle office, while Wesley Stout contacts the trade out of Spokane.

The Cummins Diesel Sales Corporation is a wholly owned subsidiary of the Cummins Engine Co., Inc., manufacturers of a complete line of high-speed diesels for the trucking, logging, construction, and marine fields. Its entry into distribution and service in Washington and Alaska resulted when David J. Buttles, proprietor of Cummins Northwest Diesel Sales, and distributor since 1935, elected to retire from the business. The Cummins Engine Company's sales subsidiary established some years ago has trained personnel and organization for handling situations of this nature, to provide continuity of service to Cummins users. Elaborate plans have been made to improve sales and service facilities for Cummins products throughout the Northwest area. A complete new special purpose shop and service building is in the planning stage for Seattle and it is hoped that it will be erected within the next six months. Plans are also being made to extend complete Cummins service to Alaska as soon as the necessary arrangements can be made.

Kodiak Gets Marine Oil Service by Union

Marine oil service by the Union Oil Co. is being initiated this spring at Kodiak, Alaska, it was announced early in April by A. D. Gass, district sales manager of the company.

In order to serve the fishing fleet from the very start of its spring activities, the company in March dispatched a steel tank carrying 8,000 bbls. of oils to Kodiak in tow of the tug *Donna Foss*.

The oil dock, pipelines and other waterside facilities had already been built at Kodiak and the Union station there was delivering oil by early April. The Kodiak plant is operated by Lee Bettinger, mayor of Kodiak, and Jack Hinckel, a local businessman, who act as consignment agents for the Union Oil Co.

When the Foss barge went north in the spring, she carried on deck two trucks. One will be used for deliveries to service stations and other town trade about Kodiak; while the other will deliver gasoline to the airport, principally for Art Woodley's Pacific Northern Airlines.

Mr. Gass said that it is anticipated that a full-size terminal will be completed at Kodiak, so direct tender deliveries can be made.

Union Oil Co. enters the Kodiak Marine Service field this spring with this steel tank barge, seen here loading at the company's Seattle dock. She will service fishing vessels at Kodiak until the full marine station there is completed this summer.

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Fibreboard Products Organizes Central Engineering Division

T. N. Bland, president of Fibreboard Products, Inc., has announced the creation of a new central engineering division to be headquartered at Antioch, Calif., under the management of Claude M. Stitt, former Antioch mayor, and resident division manager of the new San Joaquin division of the company at East Antioch, now being brought into commercial production.

The engineering division is being set up in the former high school building now housing Fibreboard's research division, and will be the focal point of engineering planning for the entire company. Mr. Stitt's appointment as manager became effective April 1.

On that date Mr. Stitt was succeeded as resident manager of the San Joaquin division by C. R. P. "Dick" Cash, general superintendent of the pulp and board mill of the San Joaquin division.

Remodeling necessary to house the new division in the high school building is now underway, and probably will be completed within the next three or four weeks.

Mr. Stitt has been with Fibreboard since 1924, and before that was with The Paraffine Companies, Inc. Before receiving the East Antioch assignment he had been manager of the Antioch division of Fibreboard for a year and a half. Mr. Stitt is a graduate engineer from the University of California. His many civic activities during his residence in Antioch included 12 years service as a city councilman, during which he was twice named mayor.

Mr. Cash received his technical training at Tri-State College, Indiana, and then came West to St. Regis Pulp & Paper Company's division at Tacoma, and later he went to St. Helens Pulp & Paper Co., St. Helens, Ore. He bears the distinction of being the first chairman of the Pacific Coast division of TAPPI. Later he went East to Champion Fibre Co., Canton, N. C., where he spent 10 years; from there he went to The Brown Corp., LaTuque, Quebec.

Canning and Marine Lube Oil Information Offered

The Lubriplate Division of Fiske Brothers Refining Co. has just released for free distribution its new 44-page Data Book No. 1-50. This new book contains much valuable information and should prove of considerable interest to those in charge of mechanical equipment.

It devotes considerable space to the lubrication problems peculiar to food canneries, and another department is devoted to lubrication in other food-packing plants, notably freezers.

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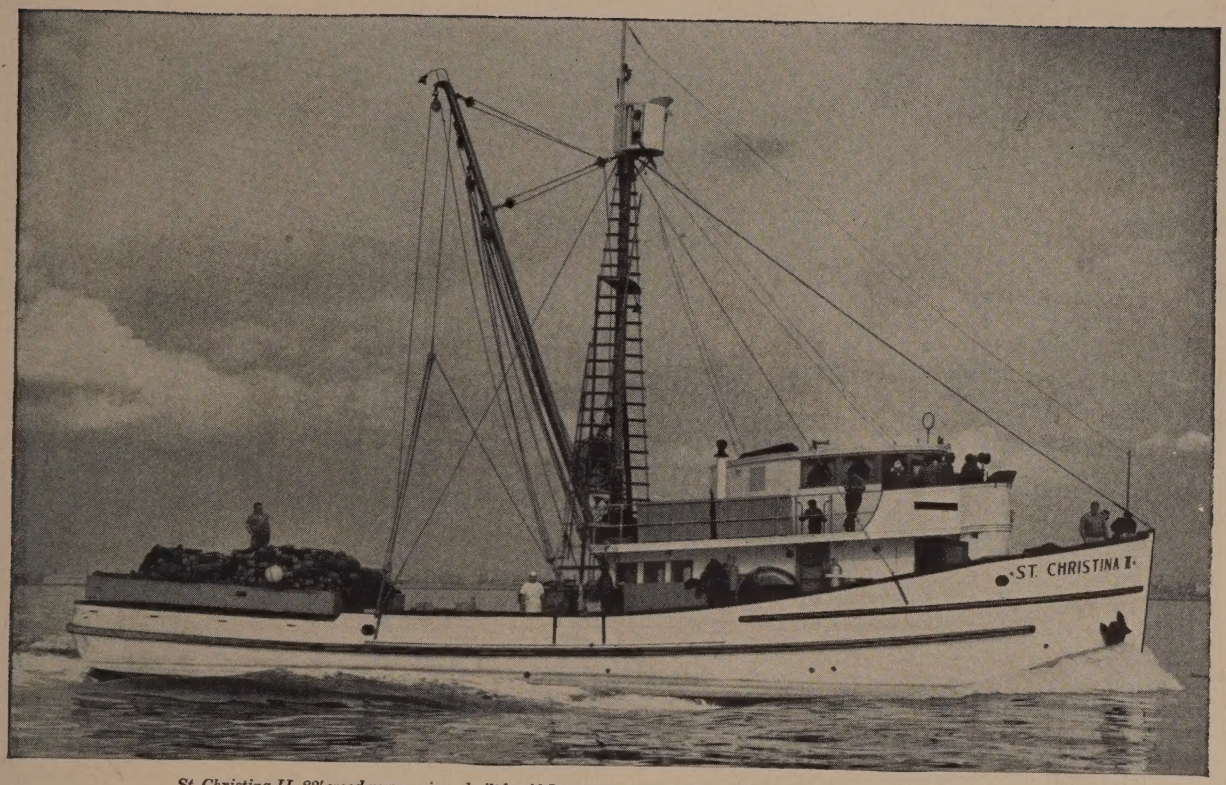

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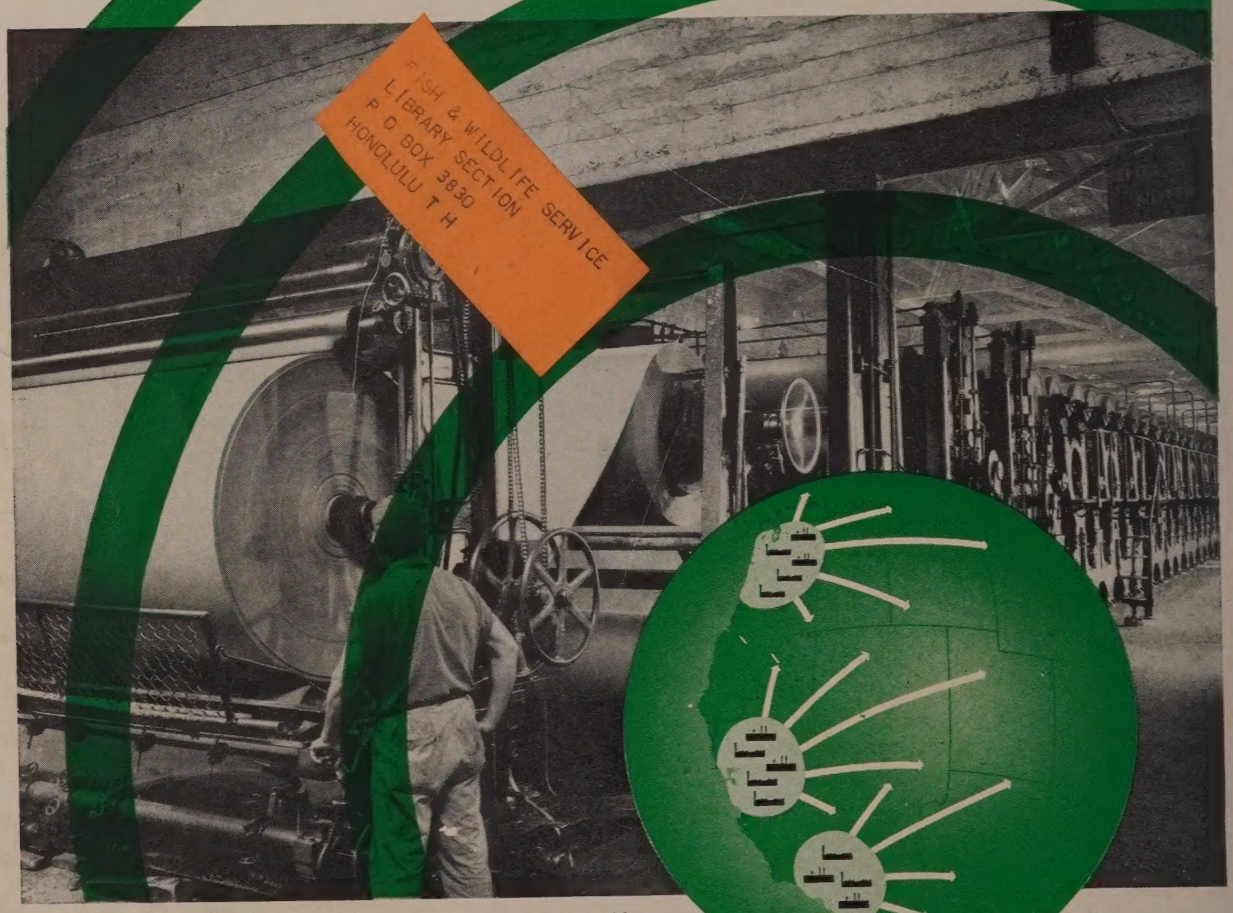

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